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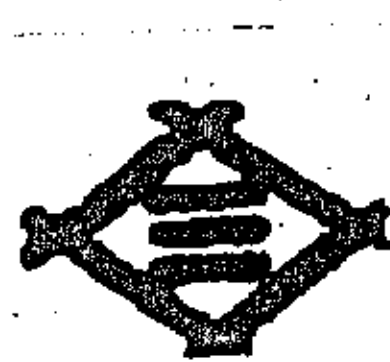
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Hongkong, 11th June, 1907.

marked degree denotes status: its possessor is one of the highest products of evolution: if manifested in art, his "gift" makes him a genius. It is talked of as "the gift", be it noted, and none question its value. Can it be that the popular estimate is too sweeping—that there is another side of the shield to betray the disadvantages of imagination? If we turn to the Bible, with its score of references to the faculty, we find that other side of the shield exclusively pictured. It is always vain or wicked. In no instance is the human imagination cited therein as in any way a good quality. SHAKESPEARE, as he always does, notices many sides.

"The fanatic, the lover, and the poet. Are of imagination all compact!"

The imaginations of the fanatic we can guess at. We call them hallucinations, but both words fit. There is really little need for the hairsplitting definitions of CRANES, TREXON, and other precursors of that gender. The imaginations of the lover, also, we describe as pleasing fancies, and predict that his anticipatory images will breed disappointment. The imagination of the poet is the particular kind that has led to the popular and indiscriminating esteem for the faculty. It is a source of intellectual elevation, leading to a mental Parnassus. Scientifically, psychologically, we know that the word is misleading. There is really no such thing. What we call imagination, even in its noblest forms, becomes, under analysis, a mere mosaic of conceptions derived from experience, from perceptions of previous actualities. Thus MILTON's great imagery of the unquenchable lake of fire, grand as it is from a literary point of view, is to the psychologist no more than an exaggerated concept founded on experiences of little earthly conflagrations. The pain and dread that particular fancy or imagination has caused to countless thousands of worthy people serves to bring us back to the point that the faculty of imagination may not be always a source of happiness to the average human being. Some such idea as that which caused WHITMAN to remark that the beasts of the field do not lie awake at night thinking of their sins seems possible in the case of our illustrative codices. Do they maintain their cheerfulness because they have less imagination than those who envy them? The suggestion is not implausible. Certainly many of us suffer from a too lively imagination. If it be of the anticipatory pleasant kind, it is not worth the certainty of later disillusion; if it be unpleasant, we are not compensated for the preliminary dread by the subsequent dissipation of the bogie. This latter kind of imagination is very common, and we must add to SHAKESPEARE's list of the fanatic, lover, and poet, the coward. Elsewhere, indeed, the bard has noted that individual's form of imagination as when into the mouth of CAESAR he puts the words, "Cowards die many times before their deaths." The thousand little worries of ordinary daily life may many of them be included in the category. The shadows that harrow coming events are always bigger than their cause. The imagined trouble of to-morrow is greater than the positive discomfort of to-day. We are perturbed over things that do not matter because we imagine they may or will matter.

The so-called "gift" of imagination makes the heir to a legacy unhappy in showing him a dozen ways in which he may lose his inheritance; it curses the healthy man with vivid impressions of possible infections; it peoples the dark, the unkown, with horrid creatures; and though we cannot deny the "pleasures of imagination," it seems we must emphasise its sorrows also. The rose of imagination, in short, has its thorns; and there is the temptation to envy the coolie who, if he enjoy not the fragrance and colour of the flowers, at least seems able to ignore the prickles.

Prince Arthur of Connaught has been ordered to join the Scots Greys at Edinburgh, on his recent promotion to captain in the regiment.

King Edward's offer to place a man-of-war at Prince Fushimi's disposal for the voyage from Vancouver to Yokohama has been accepted. H.M.S. *Moumou* proceeds for the purpose from Weihaiwei to Vancouver.

The King of Siam, after a tour in Northern Italy and Switzerland, will reach Paris at the end of June. His Majesty will stay a fortnight in the French capital, in order to deal with some important State affairs, and will then go to London to visit King Edward.

The London *Gazette* announced that "The King has been pleased to appoint General His Imperial Highness the Prince Sadazumi Fushimi of Japan to be an Honorary Member of the Military Division of the First Class, or Knights Grand Cross of the Most Honourable Order of the Bath." The *Gazette* also contained announcements of other distinctions bestowed upon the members of Prince Fushimi's suite.

It was decided at a general meeting that the first race for the second year of *The Daily Telegraph* Cup should take place in the Serpentine on Whit Monday, over the straight 100 yards course. A novel prize was announced to be presented by Mr. Raphael E. Billios—namely, a trophy to be awarded to the competitor who completes the most races in the Serpentine, including the Christmas Morning race, irrespective of where he finishes in the races. Mr. J. M. Barrie will again present the "Peter Pan" Cup for the winner of the Christmas Morning Handicap.

Regarding the appointment of Mr. Charles Denby, chief clerk of the State Department, to be American Consul-General at Shanghai, recent American papers say that his selection at a salary of \$88,000 a year is in keeping with the President's policy to map out markets for American products in the future.

Mr. Denby, it is remarked, is the son of a former American Minister to Peking and during twenty years' residence in China learned to speak Chinese. A brother of the appointee is in Congress and as a member of the Foreign Affairs Committee has shown decidedly friendly feeling for China.

The following charges are made against Sir George Arbuthnot, senior partner of the late banking firm of Arbuthnot and Co., who has been arrested: That the Rajah Krishna Bahadur was induced to renew a deposit of £23,833 on the understanding that the interest would be paid immediately; and that Sir George Arbuthnot had reason to believe that a cheque given for that purpose on October 29 would be dishonoured. The misappropriation of funds of the Madras Equitable Assurance Society, for which the bank acted as secretary and treasurer, and of Arbuthnot's Industrials, Limited, for which the bank acted as managing agents.

April was a big month in Britain's total shipments of cotton piece goods. The yardage was enormous as compared with the corresponding months in 1906 and 1905. Egypt and Turkey took largely, and so did Japan. Indian figures were very big indeed, notably Bengal and Bombay. A feature is the large exports of bleached and dyed goods. Clearly we are shipping more, cloth requiring skill in printing, etc. Then the exports of cotton yarn were on a most encouraging scale. Germany absorbed 61 per cent. more than in April of last year. Russia also increased her takings, and so did Belgium. Altogether April was a much larger month than anticipated.

The *Pioneer* publishes an article urging that important results might follow the opening of a trade route along the ancient and almost forgotten road from the north-east corner of Assam into the rich Chinese province of Szechwan. This, the *Pioneer* admits, would involve the crossing of a fringe of nominally Tibetan territory, but would afford a much nearer route than the railways from Tongking and Burma. The *Pioneer* suggests that if the Secretary of State for India is inclined to surrender the opium traffic, he should bargain for the opening of this route as a *quid pro quo*, the Peking Government not being likely to oppose the scheme.

Negotiations are now in progress between Mr. Root, the American Secretary of State, and Viscount Aoki, the Japanese Ambassador at Washington, with a view to concluding a comprehensive Immigration Treaty between Japan and America. It is said in explanation of this statement that although the American Immigration Law was revised during the last session of Congress, it is felt that the matter is one which should be settled by a Treaty. There was a desire to arrange a Treaty at the time the revision took place, but the negotiations were postponed in consequence of the feeling in Japan. The message adds that the negotiations have made progress and it is probable that the Treaty will be signed in the early future.

At the Clerkenwell Sessions Joseph Ernest Geddes, 21, clerk, pleaded guilty to having stolen a cheque for £28 14s., the property of his masters, Tudor Incorporated, of Killybegs, He bore, also to having stolen 15,207 articles of jewellery, brooches, pins, &c., value £324. Mr. Wing, for Geddes, said he was the son of an enterprising English merchant in Shanghai, and in 1902 he left for Russia, where he was arrested as a Japanese spy, and accused of selling plans of a Port Arthur to the Japanese. He was exposed to great hardships and suffering, brutally flogged, and for many days languished in gaol, with the terror of death before him. As a consequence, his health became impaired. There was no truth in the accusations, and eventually, after many months in Siberian gaols, he was set at liberty. Geddes was ordered six months' imprisonment.

The council of the British Cotton-Growing Association has asked Lord Derby, as Lord Lieutenant of the county of Lancashire, to head a county movement for obtaining subscriptions from landowners, property owners, and other capitalists interested in the welfare of the cotton trade, as, owing to the very heavy and increasing demands for capital for the provision of spinning factories and other plant, and the inadequate support received from both employers and operatives, the immediate provision of additional funds is absolutely necessary to enable the work to be carried on efficiently. The council has also decided to proceed at once with a scheme for raising capital by means of an auxiliary company which would erect spinning factories in West Africa to be leased and worked by the association. It is proposed to raise a quarter of a million pounds by this means. The total capital of the association subscribed up to the present is £256,262.

Meeting of His Majesty's Justices of the Peace was held at the Magistrate's Court yesterday afternoon. Mr. F. A. Hazland presided and there were also present Messrs. G. N. Orme, H. R. Craig, S. B. C. Ross, A. Mackenzie and Captain Lyons. The business was to consider an application from Jean Bernhard Moller for the transfer to him from one J. E. Barker, of the adjacent license to sell by retail intoxicating liquors on the premises No. 90 and 92 Queen's Road West, under the sign of "The Western Hotel." There being no police objection the license was granted.

What is to be done with Chinese "slaves" who insist on remaining in "servitude"? This is the awkward question raised by a telegram from Lord Selborne, which was read out in the House of Commons by Mr. Winston Churchill, in answer to a number of questions put by him. Radical Members with regard to the recent importation of 260 additional Chinese coolies for the Rand. It appears that the coolies were admitted through a mistake of the Chinese Labour staff. Lord Elgin thereupon urged that the additional 260 "slaves" must be repatriated, to which Lord Selborne replied that their repatriation would cost nearly £12,000 compensation, even if the men could be persuaded to return. (Ironical Opposition cheers.) It would mean an absolute waste of public money at a moment when the Transvaal Government was in straits for money. Finally, Lord Elgin decided not to press for their repatriation, so that the "slaves" are not to be compelled to forfeit their lucrative posts for starvation in China.

The report for the half-year ended December 31st of the Eastern Extension, Australasia, and China Telegraph Company states that the gross receipts amounted to £296,394, against £317,100 for the corresponding half-year of 1905. The working expenses, including £12,855 for maintenance of cables, absorb £139,511 against £135,597, leaving a balance of £156,883. From this is deducted £3,411 for income-tax payable in England and donations to China relief funds, and £15,048 for interest on mortgage debenture stock, leaving as the net profit for the half-year £38,786. After adding £83,959 brought forward, there is an available balance of £222,744. One quarterly interim dividend of 14 per cent. has been paid for the half-year, and it is now proposed to distribute another of like amount, making, with the interim dividends paid for the first half-year, a total dividend of 5 per cent. It is also proposed to pay a bonus of 4s. per share, or 2 per cent., making a total distribution of 7 per cent. for the year 1906. The sum of £75,000 has been transferred to the general reserve fund, and the balance of £17,344 carried forward. The Company's New Zealand and China cables have been partially renewed during the past year, and the cost, amounting to £4,410 has been charged against the general reserve fund. With a view to further improving telegraphic communication with the Far East, the directors have obtained a concession from the Dutch Government for the laying and working of a submarine cable between Java and the Cocos Islands. The communication is expected to be opened towards the end of the current year, and will provide an alternative route for the company's traffic.

V. R. C.

The Victoria Recreation Club has its annual meeting on the 19th inst. Messrs. R. W. Pearson, F. Lamont, and L. A. Musso, as Bachelors sub-committee, report that boats to the value of \$3200 were lost in the September typhoon. They recommended that only pair-cars be built for the present. Messrs. N. H. Alves, J. W. Bains, and R. W. Pearson, as Bachelors sub-committee, dwell on the success of the night fitter, and suggested the possibility of an interpret swimming fixture. Messrs. W. Logan, J. A. S. Alves, and H. M. Harrop, as gymnasium sub-committee, said that the judo class had to be abandoned owing to language difficulties. Messrs. E. M. Hazland, M. A. A. Souza, and M. McIver as Bar sub-committee report that stock worth \$153.78 was lost in the typhoon. Nevertheless, the balance of profit on the season was good, \$325.38. The accounts were audited by Mr. H. Murray Bain, as presented by Mr. S. A. Seth, hon. treasurer.

THE WISDOM OF THE EAST.

A HORSE THAT KNOWS THE UNIFORM.

A case which caused considerable amusement to those who heard it came on for hearing before Mr. G. N. Orme at the Police Court yesterday, when Constable Wingard summoned a Chinaman residing at Station Street, Yau-mai, for allowing his horse to stray at large. The native pleaded guilty, stating in defence that the horse always broke loose when tethered. The constable informed his Worship that he had seen the animal in question wandering about for the last two weeks, but it was only a day or so ago since he had been successful in finding the owner. The Magistrate smiled broadly when the constable continued: "It was hard to catch this horse, as it was a Chinese horse, and as soon as it saw the uniform it fled." A fine of \$5 was imposed on the owner.

THE ORANGE RIVER COLONY.

LONDON, June 11th.

The Orange River Colony Constitution has been published. It is similar to that of the Transvaal.

GUATEMALA'S PRESIDENT ASSASSINATED.

LONDON, June 11th.

President Cabrera of the Republic of Guatemala has been assassinated.

FRANCO-JAPANESE TREATY.

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The Franco-Japanese treaty has been signed.

AMERICA AND JAPAN.

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Regarding Reuter's message of the 10th instant with reference to the formation of a Japanese political coalition for the object of forcing the recall of Baron Aoki, and demanding an apology from the United States, a deputation of Pacific Coast Japanese has been for sometime in Tokyo, and prompted the recent Progressive deputation to the Government. The movement is not regarded as important.

PRINCE FUSHIMI'S RETURN.

LONDON, June 9th.

Prince Fushimi has arrived at Quebec where he received a warm welcome.

FRANCE, THE UNITED STATES AND JAPAN.

LONDON, June 9th.

A semi-official note issued in Paris says the statement that France had offered her good offices to the United States was incorrect. Nothing indicates that the relations between the United States and Japan necessitate such good offices; but it is true that the most friendly parleying had taken place with the American Government concerning France's arrangement with Japan.

THE BRITISH AMBASSADOR TO TOKYO.

LONDON, June 9th.

Sir Claude Macdonald has been received in audience by the King prior to his departure for Tokyo.

BRITISH ARMY MANOEUVRES.

LONDON, June 9th.

In view of the necessity for a closer study of siege operations, and of the experiences at Port Arthur, the army manoeuvres will be in the neighbourhood of Chatham, and will culminate in an attack on the fortress. Arrangements for the equipment of the forces will be most complete.

[N.C. Daily News Service.]

KOREAN AFFAIRS.

TOKYO, June 5th.

On the heels of the formation of the new Korean Cabinet, which consists practically of Japanese nominees, Marquis Ito has now induced Ministers to decide not to have audiences of the Emperor separately, but in a body after a conference at the Residence-General. The step, it is explained, is intended to make for Ministerial harmony, and to prevent individual Ministers from seeking for themselves Imperial favour to the prejudice of their colleagues and from proving false to the guiding influence of the Resident-General. No special announcement is required to understand the real significance of this last measure.

Baron Komura, the Japanese Ambassador, has forwarded to Lord Rothschild, the chairman of the British Red Cross Society, a copy of a letter addressed by him to Sir Edward Grey, informing him that the Japanese Red Cross Society will be represented at the conference by Baron Takeo Ozawa and Dr. Nagao Ariga, and adding: "In bringing the present matter to your notice under the request of Count Matsuda, the president of the society, I beg to add that in desiring to delegate to the conference so prominent a personage of the society as Baron Ozawa, the society have taken into their consideration that the conference is to take place in the country with which we are enjoying such cordial and special relations of friendship." The delegates from the Japanese Government will be Surgeon-Major Kashi, Colonel Goro Shiba, and Surgeon Kenji Kawanishi.

TELEGRAMS.

[DAILY PRESS EXCLUSIVE SERVICE.]

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SUPREME COURT.

Tuesday, June 11th.

IN ADMIRALTY JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS PEGGOTT), AND THE HON. MR. E. A. HAWETT (NAUTICAL ASSESSOR).

A SALVAGE CLAIM.

The action for salvage brought by the Hamburg-America Line and the master and crew of the s.s. "Aragonia" against the China Navigation Company, Ltd., the owners of the s.s. "Hupeh" her cargo and freight, was continued. Mr. M. W. Slade (instructed by Mr. G. Hastings of Messrs. Hastings and Hastings) appeared for the plaintiffs, while defendants were represented by the Hon. Mr. H. E. Pollock, K.C. (instructed by Messrs. Johnson, Stokes and Master).

Captain Ernst, of the "Aragonia," having concluded his evidence, the Chief Engineer was called, and confirmed his testimony.

His Honour then asked Mr. Slade what he would say, in assessing a reasonable amount to be paid, was the value of the services rendered by the "Aragonia" going inside Ockean, as that was the question the Assessor and he had to consider.

Mr. Slade, after deliberation, said he thought 10 per cent. of the value of the vessel should be paid in consideration of the danger and risk caused by the steamer going at night into un-surveyed waters.

Mr. S. Silverstone, agent of the charterers of the "Aragonia," deposed that the time lost to the "Aragonia" by the towing of the "Hupeh" was two days.

Mr. Pollock—But was a Sunday. Don't you have to take out a permit to work on Sunday?

Witness—Yes, and pay a fee of something like \$250?

Witness—We pay a fee of \$200.

Mr. Pollock—Are you in the habit of paying these fees for working on Sunday?

Witness—I am. When necessary, I get permits for steamers to work on Sundays.

Mr. Pollock was proceeding to address the Court for defence, when

His Lordship said—What we don't understand is, why, if the "Hupeh" did ask to be towed to Matsui, and finding the "Aragonia" was not heading in that direction, the people on board the "Hupeh" did not at once protest and ask the "Aragonia" what she was doing?

Mr. Pollock—Well, my Lord, when speaking or signalling at sea one does not stop to argue and call each other names through the megaphone.

His Honour—How far will the megaphone carry?

Mr. Pollock—That depends upon the size of the megaphone.

Mr. Pollock continued his address in which he contended that there was no danger and risk incurred by the "Aragonia," and that she was entitled only to the usual tow wage charges in such circumstances, plus the cost of the extra charter money and extra coal.

Captain Mathias of the "Hupeh" said he had been on the China Coast since 1895 and had been in command of the "Hupeh" since 1903. He detailed the events of the 5th December last when the propeller shaft of the "Hupeh" broke. On the following morning he signalled the "Aragonia" and as she steamed abreast of the "Hupeh" the Captain asked witness where he wanted to be towed. Witness, speaking through the megaphone, answered "Matsui." The Captain of the "Aragonia" replied—"You must come on board and talk to me." Witness responded—"I consider the weather unfit for boarding." The Captain of the "Hupeh" then said—"I will do my best for you." Witness then noticed that the "Aragonia" drew ahead and canted over towards the "Hupeh," passing close to the latter's bows. Witness did not consider it was necessary for the "Aragonia" to go as far as she did. She could have laid off the "Hupeh's" quarter. Witness illustrated his remarks with models.

The case was adjourned.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WINE (PUNISH JUDGE).

THE CONNAUGHT HOUSE.

Some time ago an action was brought by a number of Chinese against The Connaught House, but, as the Puisse Judge pointed out, bricks and mortar could not be sued. The writ was amended and the managing partner was summoned but on his declaring that he was only one of eight the writ was again amended. On this occasion a series of actions were heard. Butchers, bakers, confectioners, and dairy men brought separate actions against the proprietors for goods supplied to the amount of \$949.67. The proprietors were Wong Fung Shek, Tsui Sing, Li Wai Nam, Kwan Tsui Kwan, Nam Shui Tong, Lai Hop Kee, and Kwan Fuk Yuen, but only the second, fourth, sixth and eighth had been served. Only one man answered to his name and after judgment had been given against those who had been served it appeared that other two were in court. When questioned why they had not answered to their names they stated that they thought it was only the other man who was on trial. His Lordship said he had a good mind to send them to gaol, but ultimately he heard their stories. All the defendants pleaded that their accountant had left them and they knew nothing of the accounts. His Honour told them that was their fault. When they asked for time he declined, saying that if he did so they would go into bankruptcy. Judgment was entered for the seven plaintiffs with costs.

At a meeting of ratepayers of the French Concession held in the Municipal Hall, Shanghai, on June 14th, the resolution to raise the property tax in the settlement of extension from 5 per cent. upon house rentals to cover the extra cost of road maintenance, police, etc. was carried.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on June 11th at the Board Room. The Hon. Dr. J. M. Atkinson (President) presided, and there were also present Hon. Mr. W. Chatham (Vice-President), Dr. F. Clark (Medical Officer of Health), Hon. Mr. A. W. Brewin (Registrar General), Hon. Mr. F. J. Budgeley (Captain Superintendent of Police), Major T. P. Jones, R.A.M.C., Hon. Mr. E. A. Hewett, Mr. H. Humphreys, Mr. A. Shotton Hooper, Mr. Lau Chu-pak, Mr. Fung Wa-chun, and Mr. G. A. Woodcock (Secretary).

THE COMMISSIONER'S REPORT.

Mr. HOOPER, pursuant to notice, asked—
1. Whether the president of the Sanitary Board will ask the Government if the Schedule B in the Appendix to the printed report of the Public Health and Building Ordinance Commission which was sent to the Board and laid on the table at the last meeting, is a true copy of the Schedule B of the original report.
2. If not, in what respect does it differ, and by whose authority was any alteration or addition made?

3. Whether Schedule A of Appendix No. 1 of such report which is stated in the copy sent to the Board as not printed, is printed in whole or in part, in such copy.

The PRESIDENT replied:

1. It is not.
2. It differs by the addition of eight members of the Sanitary Department who have ceased to be members since the Commission sat by the authority of the Officer Administering the Government.

3. This names of these eight members were extracted from Schedule A, which contained three lists of names, viz. (a) Names of members of the Department whose names have been required into and against whom the Commissioners stated that the charges had not in their opinion been proved; (b) Names of members who had been reported to and dealt with by the Government, and (c) The names of two officers whose cases the Commissioners considered required further inquiry. The Government never publishes the names of officers who are tried and acquitted, and it is obviously undesirable to publish the names of those whose cases are still pending.

Mr. HOOPER—Sir, perhaps it is irregular, I don't want to raise any discussion—but I think if you will allow me to say a few words in connection with this—

The PRESIDENT—I am afraid you are not in order. When questions are asked and answers are given, no discussion can take place unless to elucidate.

Mr. HOOPER—It is to elucidate.

The PRESIDENT—Will you put it in the form of a question?

Mr. HOOPER—I was going to correct you. You use the word "members." We (the Commission) say "officers against whom charges were made." It is rather important because in schedule B you have incorporated portion of schedule A in which the word "officers" is used, whereas if you look at the heading of schedule B you will see that it says "servants of the department." There is a distinct difference laid down in the Ordinance regarding these terms. Again, the words "a certain officer was transferred to another department" were included. As a matter of fact those words don't appear in our report. The report is dated March 19th, when the only information the Commission had, said that that officer had been suspended previous to being dismissed by the Secretary of State. It was not until May 15th, two months afterwards, that I, or any members of the Board or Commission, knew that he had been transferred to another department.

The PRESIDENT—That is explained in paragraph 3, which gives the names of members reported to and dealt with by the Government.

Mr. HOOPER—Quite so. You have stated how he had been dealt with. But the Government cannot insert anything after I have signed my name. It would mean my signing my name to something which I don't know to be true.

AN ILLEGAL RAIN SHELTER.

The tenant of No. 14 Square Street applied to the Board for permission to retain a movable awning at the rear of the first floor of his premises. It was only at times pulled out to keep off the rain, and did not obstruct light or ventilation in any way.

The MEDICAL OFFICER OF HEALTH intimated—I cannot recommend that the tenant be allowed to obstruct this small yard with a cover as it is only a half kitchen half yard arrangement, and therefore the air shaft is of the minimum size.

Mr. LAU CHU-PAK—The applicant says the awning is pulled out only when it rains. If so, it does not obstruct light or ventilation, and I think the request should be granted.

The tenant is to be informed that he must remove the awning.

A BOARDING HOUSE NUISANCE.

Mrs. K. L. Coggin, manageress of Carlton House, requested the Board to have an offensive latrine removed from the rear of No. 10 Tseehoo Street.

The MEDICAL OFFICER OF HEALTH intimated—I found this latrine clean, and that it had been recently lime-washed. I don't think it should be removed as a greater nuisance would arise in such case owing to the large number of workmen employed in that vicinity. It will be frequently inspected to prevent, as far as possible, a nuisance being caused. It is a private latrine, on private land, and failing the creation of a nuisance, it seems to me that the only remedy is by injunction on the application of the parties aggrieved.

Hon. Mr. Hewett—Public latrines must exist, and those living in the vicinity will always endeavour to have them removed elsewhere. All that can be done is to see the place is kept as clean as possible.
An Inspector is to see that this place is kept clean.

SLOW WORK.

Messrs. Weaver and Raven, architects, applied on behalf of the tenant of 26, New Street, for permission to retain a tank at present existing in the yard of this house. A large quantity of water was required at certain times during the day for domestic purposes, and it is inconvenient to wait for the water to run from the tap in the kitchen. Hence their reason for applying for a modification of the requirements of section 175 of the Public Health and Buildings Ordinance.

The MEDICAL OFFICER OF HEALTH intimated—"This yard is only eight feet by six feet eight inches, and only eight persons can occupy the shop. I don't see any necessity for this tank, especially now that the water is laid on constantly and I have frequently explained the objections to these tanks, which are that the water is liable to be fouled by refuse from the upper floors, and by dipping being put on the ground and then dipped into the tank. I cannot recommend that it be allowed."

Mr. LAU CHU-PAK—What is the business of this shop? It should be allowed to remain until a constant supply of water from the mains is assured.

Members agreed that the tank should be removed.

AN EATING HOUSE NECESSITY.

Another application for permission to retain a water tank was made by the tenant of 136, Des Vaux Road Central. He stated that his premises were used as an eating house, and it was absolutely necessary in this business to have a large and ready supply of water, therefore a water tank was required. The one at present on the premises was a fairly small one, and did not constitute an obstruction.

The MEDICAL OFFICER OF HEALTH—I can not recommend that this be granted. The yard is only 6 feet 10 inches by 5 feet 6 inches, and is obstructed by an unnecessary bridge both on the first and second floors. A notice should be served to remove the yard obstructions, including the tank. The yard has an area of 35 square feet, and the tank occupies 19 square feet.

The SECRETARY—It was decided at a previous meeting of the Board to refer the matter to the Director of Public Works to see whether the house could be supplied with a meter.

Hon. Mr. Hewett—There does not appear to be any reason for maintaining this tank if the house can be connected direct with the water mains.

The Hon. Mr. Chatham moved that the Board adhere to its previous resolution.

Mr. HOOPER considered that such tanks were useful and caused very little obstruction. Every encouragement ought to be given to people to store water provided it had a proper cover and, considering the whole question, he thought it more sanitary to have the tanks there than to be without them.

Hon. Mr. Hewett thought the tanks should be discouraged as they were breeding grounds for mosquitoes. He moved that the matter be referred to the D.P.W. to ascertain whether the house could be connected with the Government water main.

AGREED TO.

OBJECTIONS TO PLAGUE HOSPITAL.

Two letters were forwarded from the Government to the Board relative to a temporary district plague hospital proposed to be erected on the hillside to the north-west of the Disinfecting Station at Kowloon. One was from the Hon. Mr. E. Osborne on behalf of the Steam Laundry Company, objecting to the erection of the hospital on that particular site; and the second was from Messrs. Simms and Co., on behalf of the new Tobacco Factory making a similar objection.

The PRESIDENT—It appears a site has been suggested by the Registrar-General for a temporary hospital at Yau-nai, and this fact has got to the knowledge of certain people in the neighbourhood. They have written to the Board protesting against the hospital being erected there. It was only a temporary hospital.

Dr. MACFARLANE explained that the site was a considerable distance from the Laundry and there was no fear of infection from it.

The Hon. Mr. Chatham said there was nothing in the papers to show which site was referred to.

The Hon. REGISTRAR GENERAL—It has been sold.

The Hon. Mr. Chatham—Then it is useless for the Board to discuss it.

MORTALITY STATISTICS.

The mortality statistics for the week ended May 4th showed that the death rate per thousand of the British and foreign population was 20.5, compared with 14.9 for the corresponding week of last year, and for the whole colony 19.4 compared with 19.6 for the corresponding week of last year. For the week ending May 11th the death rate of the British and foreign population was 24.6 compared with 39.9 for the corresponding week of last year and for the whole colony 21.6 compared with 27.4 for the corresponding week of last year.

After a very brief debate, the Reichstag unanimously agreed to the second reading of the first vote of 15,000,000 marks (£250,000) for the widening of the Kiel-Brinsbattel Canal. Baron von Richthofen, Reporter from the Commission, said he must confine himself to the short statement, as the discussion by that body had been chiefly of a confidential character.

SELLING LIQUOR WITHOUT A LICENCE.

THE UNITED CLUB CASE.

Before Mr. F. A. Hazeland, at the Police Court, yesterday, the hearing of the summons against William David Radburn, Mrs. Rodgers and her husband, Sapper H. G. L. Rodgers, and R. E. for selling intoxicating liquors at 15, Queen's Road Central, at premises known as the United Club, without a proper permit, was continued. Detective Sergeant Eamer and Morrison conducted the case for the police, while the second and third defendants were represented by Mr. P. W. Goldring (of Messrs. Goldring and Barlow).

The case for the prosecution having closed, his Worship heard evidence for the defence.

W. D. Radburn, sworn, said he was barman at the United Club. On the night of the 25th ultimo two soldiers entered the Club and asked for "two long drops on top" (mixture of beer and brandy). Witness asked them if they were members and they said "No." He replied, "I'm very sorry, I can't serve you." The second witness said—"We're going to be members. Mr. Rodgers knows all about that." He then said—"I'll give you the drink. Either Mr. or Mrs. Rodgers will be back in a few minutes." Witness then asked them to sign their names in the book. One of them said—"That's all right, what are you frightened of?" He said he was not frightened, but he had nothing to do with the Club as he was only the barman. Two or three days after the Club started a Garrison Artillery man and a Royal Engineer visited the place and asked for two drinks. Witness refused to serve them. They said they were members, but he looked in the membership book and could not find their names. On the following day the secretary went to him and told him they were members, but he had forgotten to enter their names. Witness was paid a salary of \$40 a month with board and lodging. His place was behind the bar, and he knew some of the members. Mr. Rodgers engaged him.

His Worship—You don't know the members of the Club? How are you to know whether you can supply drinks or not?

Witness—A small boy, or Mr. Rodgers used to tell me.

Mr. Goldring, before calling witnesses for the second and third defendants, said he would outline the case to his Worship. Some two months ago, he stated, the second and third defendants were married, and the second defendant used then to manage the Western Hotel. About this time the Royal Engineers, or a large number of them, conceived the idea of forming a Club of their own, and eventually agreed to let Mrs. Rodgers manage it. Having a little money of her own, she furnished the premises, and the Club was started on or about May 15th. The first meeting was held on the 16th of the same month, when a number of members were enrolled. The object of the club was purely to promote social intercourse.

His Worship—Could those enrolled be members of the Club unless they were ballotted for? Mr. Goldring—The Club is only in embryo. The second and third defendants leased the premises, and they were to receive \$120 a month, out of which they were to pay the barman. I will prove to your Worship that many who were not members were refused drinks. There is no question of non-members being supplied with drinks.

His Worship—What about these two witnesses?

Mr. Goldring—Mr. Radburn made a mistake. Your Worship must pay particular attention to the fact that this Club was only in embryo.

His Worship—Being in embryo, the question is whether they should have sold liquor.

Mr. Goldring—Considering the extreme youth of the Club, it would be rather hard to draw a hard and fast line. I feel confident that I shall satisfy your Worship as to the bona fides, and now the only other point is as to whether the police, knowing this was a Club, and having in their possession the books showing the members of the committee, should not have used the members of the committee; and whether the directions of the committee were explicit that drinks should be supplied only to members. Mr. Radburn may have sold to non-members by mistake, for there is no doubt by his evidence that they were very strict indeed. In the event of your Worship strict indeed. In the event of your Worship finding that this is not a bona fide Club, I would ask you to decide the point as to whether the committee are not the proper persons to sue. The case was adjourned, the first defendant's bail being reduced to \$50.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competition for the Robertson Farwell Cup was held at Happy Valley from the 8th to 10th June, 1907. The following cards were handed in:—

ROBERTSON FARWELL CUP.			
Mr. C. W. May	84	5	79
Mr. M. A. Murray	84	3	81
Mr. T. C. Gray	80	9	81
Mr. F. W. Ware	88	5	83
(18 entries).			
Mr. T. S. Forrest	73	2	75
Mr. T. C. Gray	86	1	75
Mr. C. W. May	84	5	77
Mr. M. A. Murray	81	7	79
Mr. F. W. Ware	92	7	81
Mr. E. V. D. Pare	98	8	84
(25 entries).			

Winner of Cup.

Tie for Pool.

The final score of 73+2=75 returned for the Pool by Mr. T. S. Forrest was made up as follows:—

1st round..... 4 5 3 4 5 4 = 37

2nd round..... 3 3 4 4 5 4 5 4 = 36

FUNNELS AND FLAGS.

DISORDERLY PASSENGER.

When the *Charles Hardouin* arrived in Hongkong yesterday a Chinese lady reported to the police that she had been relieved of a bundle of clothing. The police initiated a search and found the missing bundle in a Chinaman's baggage. He was charged before Mr. F. A. Hazeland, at the Police Court, yesterday, with the theft, convicted, and sentenced to three weeks imprisonment and six hours' stocks.

THE RUSSELL COAST STRIKE AT YOKOHAMA.

Telegram to the *N.C. Daily News* on June 1st and 2nd said:—The threatened strike of 1,700 harbour coolies at Yokohama promises to come to nothing, as the employers are inclined to yield to their demands.

STRANDED STEAMER.

The Russian steamer "Kamoa" (2,341 tons) is stranded at Odessa, Hokkaido. Her crew and cargo are safe.

LONDON MARINE INSURANCE MARKET.

The Times correspondent wrote on May 9:—Private advices from Hamburg state that the recent fire there occurred in shed No. 1 (section D, E, F) of the Hansa Lagerhaus, owned by J. H. Bachmann. There were 10,000 bales of cotton stored in section E, and general cargo in section D, most of the latter having been discharged from the steamer "Spezia." The fire broke out at the end of March, but was not discovered till a few days before the fire broke out, owing to the labour troubles at the port. According to Hamburg policy conditions, the fire risk on shore is included until ten days after arrival of the ship. The British steamer "Glenfruin," which is engaged in some quarters as a cargo ship, left Hamburg on April 24th, and was to have gone to Marseilles on April 25th, as stated, the recent fire risk on shore is included until ten days after arrival of the ship. The British steamer "Glenfruin," which is engaged in some quarters as a cargo ship, left Hamburg on April 24th, and was to have gone to Marseilles on April 25th, as stated, the recent fire risk on shore is included until ten days after arrival of the ship.

PRIVILEGE TELEGRAMS FROM FAR EASTERN AGENCIES.

It is stated that a 25 per cent. general average deposit is being collected in connection with the fire in the British steamer "Gregory A. Pear" at Yokohama. She took fire in port after arrival from Calcutta, with a valuable cargo, the insured value of the vessel is £32,000.

NEW YORK DOCK WAR.

A New York despatch about the strike said:—It is freely stated that 10,000 longshoremen in the New York docks have gone out on strike. It is the smaller lines which so far are more seriously affected than the Cunard, White Star, North German Lloyd, or Hamburg-American.

The North German directors say the men's demands are more unreasonable, for the employers had, unasked, already made certain concessions. The company has never had a strike for twenty-six years, thanks to the harmonious working of the benevolent found under which the masters and men between them contribute half a crown a week to be used in case of sickness or death. All four companies say that they can obtain unlimited supplies of outsiders, but their presence will probably aggravate the situation. Several strike-breakers had to be rescued by the police. In the meantime it was stated that the crews are looting and unloading cargoes. The docks are full of goods and the longshoremen are employing threats of violence a large force of police was sent to the Hoboken Docks to maintain order.

TURBINE OR PADDLE.

Some details as to the comparative working of turbine and paddle-wheel steamers in the case of Man Steam Packet Company's services are given in a report by the "Viking" general manager. It transpires that the "Viking" last season steamed a total of 8,880 miles, and burned 4,200 tons of coal, while the latest paddle steamer in the same service, taking the same number of passengers—about 2,000—required 4,833 tons for a total mileage of 7,870. The average speed of the turbine steamer was greater—22.2 knots against the paddle steamer's twenty knots. In other words, the turbine steamer burned 9,472 tons of coal per annum, while the paddle steamer consumed 10,814 tons, not to mention the difference in speed. Moreover, the engine room staff of the "Viking" includes only four engineers and three greasers, against five engineers, five greasers, and one funnelman in the paddle steamer.

SOUTHAMPTON.

With its increasing importance in connection with Atlantic traffic, it is pretty obvious that the existing and Continental trade of Southampton is destined to develop rapidly. Already it is amply demonstrated that the General Steam Navigation Company, which runs a weekly steamer between Southampton and Southampton in connection with the sailings of the American Line, will patron the sailing of the White Star express service, which begins next month. The Hampshire port is convinced that the coming of the service under the bounty system leaves a serious loss, and that without some alteration of the conditions, such as a return to mail subsidy, the carriage of the mails must be given up. The truth is that the mails must be given up. The fact that the mails must be given up is the fact that the mails must be given up. The fact that the mails must be given up is the fact that the mails must be given up.

It is reported that the Messageries Maritimes has threatened to withdraw its ship from the Bordeaux, Senegal, Brazil, and River Plate service, which has been in existence for more than half a century. It is endeavoured to the coming of the service under the bounty system leaves a serious loss, and that without some alteration of the conditions, such as a return to mail subsidy, the carriage of the mails must be given up. The truth is that the mails must be given up. The fact that the mails must be given up is the fact that the mails must be given up. The fact that the mails must be given up is the fact that the mails must be given up.

Some time back it was notified that the Hamburg-America Line had acquired an interest in the West Coast of Africa. It does not appear that the transaction has yet been carried through in all its details, but the announcement affords proof that there is a good deal of rivalry between the two great German steamship companies, both of which have hitherto been content to leave the African Continent pretty much alone. Those intimately acquainted with German shipping assert that the position of the

Beware of Bogus Imitations!!

The only genuine TANSAN bears the name of J. CLIFFORD-WILKINSON on the label.

"Hard water hardens the arteries. Soft Water helps to keep them elastic and pulse-responsive."

TANSAN is the Softest of all Drinking Waters.

TANSAN is entirely free from the obnoxious taste peculiar to salted or other fabricated waters.

TANSAN mixed with Milk, Wines, Spirits, etc., neither impairs nor in any way alters, except to expand their respective natural flavors.

PER CASE OF 48 HALF-BOTTLES	\$6.25
DOZEN	1.50
CASE OF 100 QUARTER BOTTLES	8.25
DOZEN	11.10

SOLE AGENTS—

H. PRICE & CO.

WINE AND SPIRIT MERCHANTS,
12, QUEEN'S ROAD CENTRAL.

Telephone No. 135.

Hamburg-America Line in the African service will be the more favourable.

ROYAL COMMISSION ON SHIPPING RINGS.

When the Royal Commission on Shipping Rings sat again at Winchester House, St. James's-square, Mr. Arthur Cohen, K.C. (Chairman), presiding.

Mr. W. E. Blyth, managing director of Messrs. Bruce, Widdie, Blyth, and Co. (Limited), merchants and manufacturers, West-sall, and representing the Walsall Chamber of Commerce, said his firm shipped principally to nearly all of the British Colonies. The bulk of their goods went from England, but they had some shipments from the United States and also some from the Continent. He spoke of the unfair preference in freight given by British vessels from foreign ports as compared with the charges from British ports. His firm disapproved of the principle of rebate, as it was the basis upon which shipping "rings" rested. Goods were taken from foreign ports in English vessels to New Zealand at lower rates than the same line of boats would have taken them from English ports. If there were no combination, freights would be settled by competition. No resolution had been passed by the Walsall Chamber favourable or unfavourable to the rebate system. In his mind the conference lines, in view of the monopoly, really might fairly be asked to guarantee that British firms should have the same advantages as foreigners. He would hesitate very much in asking for legislation. The maintenance of regular sailings was undoubtedly of importance, but a handicap, it ought really to handicap your American competitor, ought it not? It would be assumed so.

And in your experience he is, notwithstanding that irregularity, able to compete against you to your detriment?—Yes, and the imports from America to our New Zealand houses are increasing.

Mr. C. McLeod, on behalf of the Indian Tea Association (London), gave details of the effect that the operation of rings or conferences had upon the tea industries in India. For some years before about 1893 the Indian Tea Association in Calcutta endeavoured to get rid of the deferred rebate system by which 3s. to 12s. 6d. per ton had been retained by the conference lines for six or eight months as a guarantee that no tea would be shipped in other than conference steamers. The conference lines having declined to forego the system of deferred rebates, arrangements were made with a new line of ships for six or eight months as a guarantee that no tea would be shipped in other than conference steamers. The conference lines thenupon increased their rate of rebate in 1895, and the new line asked to be relieved from their contract. A new arrangement was subsequently made with the conference lines under which they conceded that the deferred rebate was to be deducted at the time the freight was paid. The agreement finally entered into with the conference lines did not, however, suit the Indian Tea Association, and they had given notice to terminate such agreement this year. There could be little doubt that the monopoly, which the conference really was, kept up rates to London at a higher level than they would reach if there were an open market. As a proof of that a large number of shippers chartered outside steamers to carry rough cargo at 2s. 6d. per ton under conference rates for rough cargo. But for the monopoly, rates for rough cargo for the conference it would be their freight for choice cargo. A line to get their freight for choice cargo. A line to get their freight for choice cargo. A line to get their freight for choice cargo.

more equitable rate would stimulate exports, not only to London, but with the abolition of rebate, Australia, the Cape, New Zealand, and other colonies would get their tea laid down cheaper. The conference lines did not all carry tea; there were two lines which did not carry tea, but they got a share of the premium on it, which was pooled. Those of the premium on it, which was pooled. Those of the premium on it, which was pooled. Those of the premium on it, which was pooled.

opposed to the rates to London on rough cargo had been kept at a higher level than was justified, and in order to infuse the rate on tea, the conference lines had been taking cargo for Continental ports at a lower rate than they were carrying to London, thus giving Continental importers an advantage which it would be desirable in giving a mail contract to a steamer to stipulate that that steamer was not connected with any conference that had rebates.

OUTRAGE IN YUNNAN.

News has come to hand from Yunnan, in the capital of the province of Yunnan, giving particulars of a brutal attack that was made upon the Rev. Samuel Pollard of the Bible Christian Mission. The outrage was committed at a market village near Chao-long at midnight on April 8 by a band of men, Chinese and aborigines. On the following day Dr. Savin, another of the same Mission, where he found occurrence went to the village, where he found Mr. Pollard on the ground, where he was made a very serious condition. On April 12 he was brought into the city, where he was made a little more comfortable, and hopes were entertained that his life would be saved. On April 18th Dr. Savin wrote:—"Mr. Pollard's body is covered with bruises. The most important injury is that to the lung, the left lung before the heart is surrounded, there is an escape of air into the surrounding tissues. Whether there is a broken rib I cannot tell. For the first few days he had to lie on his back, but now he can lie on his side. It will be some time yet before he can leave his bed and longer still before he can recover from the serious attack."

The reason for this dastardly attack is not known. Mr. Pollard was on an itinerant missionary journey and had put up for the night in the village where the attack took place. He has worked for many years in Yunnan and has gained the respect and esteem of very many of the people who have come to know him. The *N.C. Daily News* understands that the British Consul at Yunnanfa is in communication with Peking in reference to the affair.

THE

ROBINSON PIANO CO. LTD.

TALKING MACHINES

AND

RECORDS.

NEW STOCK JUST ARRIVED.

LARGE AND VARIED ASSORTMENT—

MUSIC:

LATEST COMIC OPERA SCORES

AND

DANCE MUSIC

JUST ARRIVED.

Hongkong, 29th November, 1906.

SERIOUS ACCIDENT AT SHANGHAI.

A fire was reported at the corner of Canton and Kiangsoo Roads, Shanghai, on June 4th. The alarm was rung and the brigade, arriving promptly on the scene, was able to confine the flames to the cook-house in which they had started.

A serious accident occurred at the Victoria No. 2 truck was on the way to the fire. It was crossing Nanjing Road, through Honan Road, at the same time as a motor, said to belong to Mr. Louis Bourgeois, was coming from the direction of the Race Course. Both vehicles were travelling at high speed and as neither could pull up in time a collision was inevitable. An eyewitness of the accident states that the impact when the motor and the truck met was so great that the latter seemed to leap into the air. The motor had three occupants, the driver and the Captain and First Lieutenant of the ill-fated *Chanyu*. The driver was thrown back violently into his seat, but Captain Mauger was thrown out into the middle of the road, and was picked up seriously injured. The Lieutenant escaped unhurt, but his seat, sustained no damage, though a few bruises. The driver, worse injured than the motor, was taken to the General Hospital as quickly as possible, where his injuries were promptly attended to by two French doctors. It is feared that they are very serious, as the back of the skull is fractured.

All the eyewitnesses agree that the constable who should have been on point duty at the corner gave no warning to either vehicle of the approach of the other.

The off-wheel of the truck was torn off by the force of collision, while the front of the motor was completely wrecked. The truck pony escaped unhurt.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 11th at 11.55 a.m.—The barometer has fallen considerably over Japan and a slight fall has occurred also over the Philippines.

The depression in the North has moved Eastwards and is now situated over N. Korea.

This morning pressure appears to be low over the Pacific to the S.E. of the Philippine Archipelago.

Pressure remains high over the Pacific to the S.E. Japan.

Light or moderate variable winds are indicated in the Formosa Channel and moderate to fresh N.E. winds over the N. part of the China Sea

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and should be sent to the Editor's Office, not to the Press Office, and should be sent to the Editor's Office, not to the Press Office, and should be sent to the Editor's Office, not to the Press Office.

NEW ADVERTISEMENTS

THE OFFICER ADMINISTERING THE GOVERNMENT AND MRS. MAY will be "AT HOME" at Government House on THURSDAY, the 13th inst. from 4 to 6:30 p.m. (not at Mountain Lodge, as previously arranged, owing to the uncertainty of the weather. There will be Tennis and Croquet.

WANTED.

TRUSTWORTHY EUR PEAN ASSISTANT Accustomed to Accounts and General Office work. Apply in first instance, stating age, experience and salary required to "ASSISTANT" Office. Care of "Daily Press" Office. Hongkong, 12th June, 1907. 1065

THE YANGTZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the YANGTZE INSURANCE ASSOCIATION, LIMITED will be held at the Association's Head Office, No. 25, The Bund, Shanghai, on FRIDAY, the 28th day of June, 1907, at 4:30 o'clock in the afternoon, for the purpose of considering, and, if thought fit passing certain Ordinary Resolutions (for the purpose of increasing the Capital of the Association) contained in a Notice, copies of which have already been posted to the Shareholders. Notice is HEREBY ALSO GIVEN that the TRANSFER BOOKS of the Association will be CLOSED from the 25th to the 28th June, 1907 both days inclusive. By Order of the Board of Directors. W. S. JACKSON, Secretary.

Hongkong, 6th June, 1907. 1066

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, for account of the concerned, on SATURDAY, the 15th June, 1907, at 2:30 p.m., at No. 33, Seymour Road, THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE THEREIN CONTAINED. Comprising—TEAKWOOD HAT STAND WITH GLASS, DINING TABLE AND CHAIRS, OVERMANTLES, TEAKWOOD WARDROBES WITH GLASS, MARBLE-TOP WASHSTANDS, SINGLE AND DOUBLE IRON BEDSTEPS WITH WIRE MATTRESS, GLASS AND CROCKERY WARE, &c., &c., &c.

One COTTAGE PLANT by BRINSFORD. Catalogues will be issued. Terms—As Usual. HUGHES & HOUGH, Auctioneers. Hongkong, 12th June, 1907. 1067

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "LAISANG" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 p.m. of the 13th June, will be landed at Consignee's risk and expense. No-Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, 11th June, 1907. 18

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE. **THE** Chartered Steamship "ISTOK," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 18th inst., or they will not be recognised. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th inst. will be subject to loss. Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents. Hongkong, 11th June, 1907. 3

WO SHUN STEAMBOAT CO., LTD.

TAKE NOTICE that the above Company have PURCHASED and taken over the Steamer called "CHAN PO" in Hongkong recently plying between Canton and Shanghai. All Claims whatsoever against the said Steamer before our possession should be referred to an settled with the late owners. FOR LOK HING, Manager. WO SHUN STEAMBOAT CO., LTD., 28 Connaught Road, West, Hongkong. Hongkong, 7th June, 1907. 1044

FOR SALE.

TWO VERY VALUABLE PIECES OF LANDED PROPERTY Situate at CANTON near the Hongkong, Canton and Macao Steamboat Company's Wharf and facing the river. The lots contain by measurement 50 "changs" or thereabouts. Title Deeds can be seen at the Office of the Undersigned. For further particulars apply to GOLDRING & BARLOW, Solicitors, 10, Queen's Road Central. Hongkong, 22nd May, 1907. 970

AUCTIONS.

PRELIMINARY NOTICE. PUBLIC AUCTION.

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PUBLIC AUCTION.

THE Undersigned have received instructions from THE EXECUTORS OF THE ESTATE OF THE LATE JOHN COLE, to sell by Public Auction, On FRIDAY, the 14th June, 1907, at 2:30 p.m., at No. 10, Morrison Hill, THE WHOLE OF THE HOUSEHOLD FURNITURE THEREIN CONTAINED. Comprising—TEAKWOOD HAT STAND WITH GLASS, DINING TABLE AND CHAIRS, OVERMANTLES, TEAKWOOD WARDROBES WITH BEVELLED GLASS, CROCKERY, DRAWERS, GLASS, CROCKERY, E.P. WARE, PICTURES, DRESSING TABLES, &c., &c., &c. Catalogues will be issued. Terms—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 8th June, 1907. 1060

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, for account of the concerned, on WEDNESDAY, the 13th June, 1907, at 3 p.m., on board, (if not previously sold by private contract, as she now lies off Stonecutters) The Dutch Steamer "J. A. P. A. R." Terms—25 per cent. of the purchase money to be paid on the fall of the hammer and the balance within one week. The above steamer is not to trade in Netherlands Indian Waters under a penalty of £100,000 for each and every time she may enter Netherlands Indian Waters, unless under FORCE MAJEURE this same condition to be imposed upon by the purchaser to each successive buyer. A Steam Launch will leave BLAKE PIER at 2:30 p.m. to convey intending Purchasers. For Full Particulars, apply to HUGHES & HOUGH, Auctioneers. Hongkong, 1st June, 1907. 965

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TO LET.

"STONHEVED" 35, Robinson Road. Nos. 57 and 59, CAINE ROAD. Nos. 27, 29, 31 and 33, SEYMOUR ROAD. 3 New Houses in KENNEDY ROAD, near Wan Chai. No. 30 & 31 GODOWN PRAYA EAST. Apply to—SAM WANG CO., LTD., 81, Queen's Road Central. Hongkong, 13th November, 1906. 1063

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL. No. 38, CAINE ROAD. GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court. No. 1, FAIRVIEW, ROBINSON ROAD, Kowloon. Apply to—LEIGH & ORANGE, 1, Des Vaux Road. Hongkong, 3rd May, 1907. 94

TO LET.

FROM 1st JULY. LARGE AND SPACIOUS GODOWNS. Nos. 9, 9A, 9B, 9C and 10, PRAYA EAST, at present in the occupation of the Admiralty. Apply to—HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st June, 1907. 809

TO LET.

IMMEDIATE POSSESSION. WELLBURN, No. 81 the PEAK. Apply to—JAVA-CHINA-JAPAN LIJN, York Buildings. Hongkong, 22nd January, 1907. 254

TO LET.

2 FOUR-ROOMED HOUSES at Praya East, near East Point. Apply to—JARDINE, MATHESON & Co., Ltd. Hongkong, 3rd January, 1907. 137

TO LET.

NO. 2, HOLLYWOOD ROAD, and No. 51, POTTINGER STREET. Apply to—ARRATTON V. APCAR & Co., 45, Wyndham Street. Hongkong, 2nd March, 1907. 491

TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st June, 1907. 92

TO LET.

NO. 3, "ORMSBY TERRACE," Kowloon, from 1st July. Cheap Rental. Apply to—SPANISH DOMINICAN PROMOTION. Hongkong, 4th June, 1907. 1024

TO LET.

NO. 3, CENTURY CRESCENT, Kennedy Road. Apply to—J. R. MICHAEL, No. 1, Prince's Building. Hongkong, 31st May, 1907. 1067

TO LET.

NO. 2, MACDONNELL ROAD. Apply to—COMPTON'S DEPARTMENT, Nippon Yusen Kaisha. Hongkong, 3rd June, 1905. 197

TO LET.

OFFICES in ALEXANDRA BUILDINGS. Apply to—SECRETARY, A. S. Watson & Co., Limited. Hongkong, 23rd April, 1907. 809

TO LET.

NO. 1, WEST END TERRACE, Shameen, Canton. Apply to—HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st June, 1907. 91

TO LET.

"BERIL" No. 1, GARDEN ROAD, Kowloon. Containing 8 Rooms and Garden. Possession 1st June, 1907. Apply to—H. M. H. NEMAZEE. Hongkong, 29th May, 1907. 992

TO LET.

NO. 21, CONNAUGHT ROAD CENTRAL, suitable for Offices and Godown. Apply on the Premises. Hongkong, 20th March, 1907. 610

TO LET.

NOS. 3 & 5, CARNARVON VILLAS. Kowloon. Apply to—HEWAN & Co., No. 15, Connaught Road, West. Hongkong, 1st May, 1907. 324

TO LET.

ONE OFFICE-ROOM on Second Floor PRINCE'S BUILDINGS. Apply to—REUTER, BROECKELMANN & Co. Hongkong, 23rd April, 1907. 795

TO LET.

WITH POSSESSION FROM 1st JUNE. IN WANGHAI ROAD. GODOWN, built of brick, with tiled roof, just thoroughly repaired, about 4000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise. Apply to—Care of "Daily Press" Office. Hongkong, 3rd May, 1907. 870

TO LET.

NOS. 3 and 4, OBSERVATORY VILLAS. Kowloon. Moderate Rental. Tennis Court and Electric Light. No. 49, ELGIN STREET, 6 Rooms with front and back Verandahs. From 1st July. Apply to—ARRATTON V. APCAR & Co., 45, Wyndham Street. Hongkong, 2nd May, 1907. 860

TO LET.

IMMEDIATELY. The Capacious Premises on the Ground-floor of No. 2, PEDDER STREET, at present occupied by Messrs. Harris Keeney Co., Ltd. Apply to—GILMAN & CO. Hongkong, 23rd January, 1907. 290

TO LET.

THOMAS' HOTEL on Long or Short Lease, with or without all the Furniture, Fixtures, etc., now on the Premises. Apply to—THE OFFICIAL RECEIVER. Hongkong, 11th June, 1907. 1060

TO LET.

SEVEN LARGE ROOMS with Commodious Godown, fronting on the Canal Road, Shamen, Canton. Possession given from July 1st. Well suited for general import and export business. Apply to—P. S. Care of "Daily Press" Office. Hongkong, 11th June, 1907. 1061

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING. A HOUSE in WONG NEI CHONG ROAD. GODOWNS in PRAYA EAST. A HOUSE in CLIFTON GARDENS, Conduit Road. FLATS in MORSTON TERRACE. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st June, 1907. 191

TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 25 Rooms. This property would be divided into two or more houses to suit tenants. "SMALL BUNGALOW" containing Furnished Room with Bathroom and Dressing Room, Kitchen, &c., Close to Barker Road, Tram Station. Suitable for one or two bachelors. BEACONSFIELD ARCADE, Fine Offices and Dwelling House. No. 4, ALBANY, Furnished or Unfurnished. No. 8, BELLILIOS TERRACE, Corner House, 1st Row. WELLBURN, No. 81, PEAK, 6 Rooms and Tennis Court. FIVE ENJOYED FURNISHED HOUSES in CANNON VILLAS, Peak. To Let for a Few Months. Excellent condition. Cheap rent. Apply to—LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 22nd March, 1907. 102

TO LET.

NO. 8 GRANVILLE AVENUE, Kowloon. No. 6, CAMERON TERRACE, Kowloon. (Partly Furnished). Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD. Hongkong, 21st March, 1907. 676

TO LET.

NO. 28, LEIGHTON HILL ROAD. Immediate Possession. Apply to—THE COMPADORE, Nippon Yusen Kaisha. Hongkong, 4th February, 1907. 338

TO LET.

A SUIT OF 3 LARGE AND ONE SMALL ROOMS with Bath Room attached, and Verandah all round, on the First Floor in College Chambers, No. 31, Wyndham Street, facing "Glenelg". Can have the use of a Kitchen, can be rented singly or the whole. GROUND FLOOR of No. 4, Des Vaux Road including a Strong Room and servants' quarters. ROOMS on Second Floor of VICTORIA BUILDING, No. 6, Queen's Road Central, suitable for Offices. Apply to—DAVID SASSOON & Co. LTD. Hongkong, 24th May, 1907. 821

TO LET.

POSSESSION FROM 1st APRIL. 2 Semi-attached HOUSES, Nos. 13B and 13C, MACDONNELL ROAD, Each with 7 Rooms, Bath-Room, Kitchen, Servants' Quarters and Grass Tennis Court. Apply to—CHUNG CHINAM, Yan On Marine & Fire Insurance Co., Ltd. Hongkong, 1st March, 1907. 432

TO LET.

PRIVATE BOARD AND RESIDENCE MRS. GILLANDERS "CLAREMONT" 2 & 4, KENNEDY ROAD. Hongkong, 9th February, 1907. 604

TO LET.

FIRST CLASS BOARD & RESIDENCE AT "BRAESIDE." A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large airy and well furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate. Apply to—Mrs. F. W. WATTS, "Braeside," 20, Macdonnell Road (late of "Tang Yuen"). Hongkong, 27th June, 1905. 643

TO LET.

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BANKS.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ. (NETHERLANDS TRADING SOCIETY). ESTABLISHED 1824.

PAID UP CAPITAL, FL. 45,000,000 (£3,750,000) RESERVE FUND " " FL. 5,000,000 (£417,000)

HEAD-OFFICE: AMSTERDAM. HEAD-AGENCY: BATAVIA.

Branches:—Singapore, Penang, Shanghai, Rangoon, Samang, Sonabaya, Charbon, Tegal, Penulungan, Pasuruan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radis, (Achom) Bandjarmasin. Correspondents at: Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c. LONDON BANKERS:—THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description. INTEREST ALLOWED. On Current Accounts 2% per annum on daily balances. On Fixed Deposits 12 months 4½% per annum. " " 6 " 4% " " " 3 " 3½% " " " J. L. VAN HOUTEN, Agent. Hongkong, 8th June, 1907. 26

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE: LONDON.

PAID-UP CAPITAL £800,000. RESERVE FUND £1,075,000. SHORTLY TO BE INCREASED TO £1,200,000. RESERVE LIABILITY OF PROPRIETORS £280,000.

INTEREST allowed on Current Account at the rate of 2½% per annum on the Daily balances. On Fixed Deposits for 12 months 4 per cent. " " 6 " 3½% " " " 3 " 3% " " J. BOETTJE, Manager. Hongkong, 16th May, 1907. 115

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000. SUBSCRIBED " " 1,125,000. PAID-UP " " 562,500. RESERVE FUND " " 170,000.

INTEREST allowed on Current Account at the rate of 2½% per annum on the Daily balances. On Fixed Deposits for 12 months 4 per cent. " " 6 " 3½% " " " 3 " 3% " " JOHN ARMSTRONG, Manager. Hongkong, 16th May, 1907. 115

THE LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2½% per annum on the Daily balance. On Fixed Deposits:—For 12 months 4½% " " 6 " 4% " " 3 " 3½% " " EVAN ARMISTON, Manager. Hongkong, 30th April, 1907. 24

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP—Sh. Tels 7,500,000. HEAD OFFICE: SHANGHAI. BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tientsin, Tsingtau, Kobe, Yokohama, Singapore.

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INTIMATION

S. MOUTRIE & CO., LTD.
ESTABLISHED 1875.

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RACHELS, PLEYEL, KEMMLER
AND
ROSENKRANZ.
PRICES FROM \$750.

FOR LIGHTNESS OF TOUCH
QUALITY OF TONE, AND
DURABILITY, THESE PIANOS
ARE UNRIVALLED.

A GUARANTEE FOR A TEST
PERIOD OF TWO YEARS
GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:
S. MOUTRIE & CO., LTD.
York Building, Chater Road.
Hongkong, 30th July, 1906. [38-2]

INSURANCES.

GENERAL ACCIDENT FIRE AND LIFE ASSURANCE CORPORATION LTD.

THE Undersigned having been appointed AGENTS for the above Corporation are prepared to ACCEPT RISKS against FIRE at Current Rates.
W. G. HUMPHREYS & CO.
Hongkong, 17th May, 1907. [33]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
W. G. HUMPHREYS & CO.
Hongkong, 21st April, 1897. [114]

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
CARLOWITZ & Co.
Hongkong, 13th August 1906. [29]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS AT 31st DECEMBER, 1905 £17,837,119.

I. AUTHORIZED CAPITAL, £3,000,000
SUBSCRIBED CAPITAL, £250,000
PAID-UP CAPITAL, £87,500 0 0
II. FUND, £3,866,720 19 8
The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Hongkong, 27th April, 1907. [1349]

HONGKONG BUSINESS DIRECTORY.

AUCTIONEER.

C. DE M. C. VIEIRA-RIBEIRO.
Auctioneer. Consignments solicited. Account Sales rendered and settlement effected promptly. No. 84, Queen's Road Central, Hongkong.

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SINGON & CO.
Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry. Coke Importers. General Storekeepers and Commission Agents. 35 & 37, Hing Loong Street, (1st Street West of Central Market), Telephone No. 515.

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M. MUMETA, JAPANESE ARTIST.
Promide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs. No. 84, Queen's Road Central.
Good Panorama Views of Hongkong, recently taken, on sale.

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Typewriting Work Undertaken, Cleaned, Repaired, Overhauled. Charges moderate. (late of the Hongkong Typewriting Bureau) 84, Queen's Road Central (First-floor).

INTIMATIONS

SANITARY BOARD OFFICE,
Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS AND VENTILATION BYE-LAWS (as amended), every domestic building or part of such building within the Western Division of the City of Victoria, occupied by members of more than one family must be CLEANSED and LIMB-WASHED THROUGHOUT by the owner during the months of May and June.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase, all cubicle partitions, stair casings and stair linings, all ceilings and the undersides of roofs both in main buildings, offices and servants quarters and inclusive of verandahs.

The backyard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed, but must be Cleaned.

The Western Division of the City lies to the West of Tank Lane and Cleverly Street.

G. A. WOODCOCK,
Secretary.

Dated this 1st day of June, 1907. 152

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to— B. R.,
Care of "Daily Press" Office,
Hongkong, 13th November, 1906. [313]

IRON MERCHANTS.

E. HING & Co.

DEALERS in Iron, Steel, Metals, Hard-ware, Muntz's Metal, Steel Bales and Ship Plates, Pig-Iron, Coke and General Merchants. No. 25, Wing Wo Street (Lane from 171, Queen's Road to 168, Des Voeux Road Central), Telephone No. 613.
Hongkong, 1st March, 1907. [475]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 10,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.
Wm. FARLANE, Manager.
Hongkong, 18th November, 1901. [47]

APENTA

NATURAL APERIENT WATER.

Bottled at the Springs, Budapest, Hungary.

For continuous use by the Gouty, the Constipated, and the Obese.

GOLD MEDAL, St. Louis, 1904.

DOSE: A Wineglassful in the morning before Breakfast. 674-2

KEATING'S WORM TABLETS.
A purely Vegetable medicine, containing a most agreeable mixture of salts, for the relief of the only cure for intestinal worms. It is perfectly safe and mild, especially adapted for Children. Sold in Bottles by all Druggists.
Proprietor: THOMAS KEATING, London.

Cunliffe, Russell & Co.

10 & 12, Place de la Bourse, PARIS.
SECURITIES ISSUED BY PARIS European Gov'ts and Municipalities offering prospect of immense returns. PAMPHLETS To be purchased for cash or on the "Times" system of monthly payments.
CUNLIFFE, RUSSELL & CO., being the oldest established firm of dealers in Premium Bonds in the world, offer advantages absolutely unobtainable elsewhere. Bonds guaranteed. Exceptional facilities for payment. Numbers checked after every Drawing. Results drawn and published in English. Holders of drawn Bonds advised at once. Prices collected free of charge. Bonds purchased "at sight." Loans granted on Premium Bonds. A Service commensurate with last Bond drawn. All transactions conducted in strict confidence.

to Ladies all the most beautiful women use
CREME SIMON
M^{rs} ADOLINA PATTE says: "I have found it very good indeed."

SAVON + POUDRE SIMON
A la PARFUMS
J. SIMON, PARIS
Chemiste, Hairdresser, Perfumier and Store.

LARGE BATTLESHIPS V. MEDIUM SIZED.

The battle of the battleships still flourishes with undiminished vigour in naval circles, and the opposing schools are arguing strenuously for the class of fighting ship which they believe to be the best for all purposes. The two larger groups of controversialists range themselves on the side of the large and medium-sized battleship respectively. As for ourselves, we see no reason to depart from the attitude we originally took, says the *United Service Gazette*, in favour of the medium-sized ship. We are not, the less confirmed in this view by the fact that such high authorities on naval matters generally, as Captain Mahan of the United States Navy, and Lord Brassey, have now publicly ranged themselves on the side of the smaller ship.

If the guns of a *Despatch* were mounted on two keels instead of one, a chance shot flinging the mark would send the smaller vessel tumbling away from the action carrying only five 12-inch guns out of the fighting area, instead of ten. Unfortunately, as we are too often reminded by a loss such as that of the *Montagu*, that the bottoms of our largest ships get penetrated by the points of jagged rocks, and a vessel costing the country more than a million sterling goes to pieces, within a hundred yards of our rock-bound shores, in a manner that of it is that a ship costing the country that builds it two millions sterling, is no more immune from such disasters while controlled by fallible humans, than is a ship which cost only half that sum. The same arguments are applicable in such cases as those in which a *Campanian* sticks her stem into the bottom of a bay, or a *Victoria* and the latter ship founders in five minutes. The explosion of a mine under the bottom of a *Despatch* would probably cause a disaster as complete as those which sank both Russian and Japanese battleships in and around Port Arthur. Speed tells now more than it did in the days of the past, for given guns of equal range and power on both sides (and a determination to fight), speed simply enables the fastest fleet to fight on the outer circle, at a chosen distance. The slower ship would fight in the inner circle, and bring their guns to bear by a turn of the helm, and economic coal and reserve the energies of their engine-room staffs for emergencies. Speed will certainly help a commander to refuse battle, but even its advocates do not press this point.

We have urged the necessity of equality of gun-power, for equal gun-power can be, and should be, associated with smaller ships. It is only when speedy ships have the longest range guns that their speed is of the maximum amount of use to them. Our contention is that smaller ships need not mean small number of the largest calibre of gun carried over one keel. There is not the same economy in upkeep and manning, perhaps, in "three threes instead of two" policy of battleship building, but neither is there the same loss occasioned by unforeseen and unexpected disaster in peace time, or by "chance" shots during a battle, and the policy of medium-sized battleships is therefore not to be dismissed so contemptuously as certain ardent advocates of the battleship theory are apt to reject it. A country such as our own has many uses for battleships of the *Duncan* size, equipped with the heaviest guns, especially in view of the rapid naval development of Germany near the comparatively shallow waters of the North Sea.

VICEROY SHUM.

When Mr. E. Tein Chun-huen was appointed last winter Viceroy of the Yun-Kwei provinces it will be remembered that in order to avoid taking offence among the natives, the Yun-Kwei is the least lucrative Viceroyalty, with the exception of the Shen-kan, in the Empire—his Excellency asked the Central Government for at least three million taels in order to enable him to carry on certain administrative and military reforms in those provinces before he would consent to go to Yun-nan. This demand was made under the belief that under the straitened conditions of Peking finances the Central Government would have to refuse to grant the sum, and that the Viceroyalty would have to be given up. Mr. Tein Chun-huen's Excellency asked the Central Government for at least three million taels in order to enable him to carry on certain administrative and military reforms in those provinces before he would consent to go to Yun-nan. This demand was made under the belief that under the straitened conditions of Peking finances the Central Government would have to refuse to grant the sum, and that the Viceroyalty would have to be given up. Mr. Tein Chun-huen's Excellency asked the Central Government for at least three million taels in order to enable him to carry on certain administrative and military reforms in those provinces before he would consent to go to Yun-nan. This demand was made under the belief that under the straitened conditions of Peking finances the Central Government would have to refuse to grant the sum, and that the Viceroyalty would have to be given up.

Mosquitoes Avoid
the presence of Carbolic
that is why the
use of

Calvert's 20% Carbolic Soap
has been found such an excellent protection against the attacks of these and other insects. It imparts also a delightful freshness to the skin, and, of course, is powerfully antiseptic, an advantage readily appreciated in warm climates.

Sold by Local Chemists and Storekeepers.
Made by F. C. Calvert & Co., Manchester, Eng.

of 1900. These demands are intended to carry favour with the people of the Viceroyalty, whose hostility—not even excepting his Excellency's own fellow provincials of Kuangsi—to him has now become a by-word in the South. In other words Hainan Island belongs to Kuangtung province and its opening to international commerce will doubtless benefit the trade of this province. In the second place, nine-tenths of the Chinese in Siam are natives of Kuangtung and in the third, the advantage to the people of the Viceroyalty in reducing its contribution to the War Indemnity, is too obvious for explanation. The demands have not yet been granted.
—N. C. Daily News.

JAPANESE DENIALS.

The *Jiji Shimpō* publishes what purports to be an official reply to the recent strictures with reference to the opium door in Manchuria. The first point relates to the fact that opium goods can be imported at Tairen duty free whereas at Nanking they have to pay taxes. That is true but it is a very old story. The Japanese originally insisted that they must have most-favoured-nation treatment in this important matter; that is to say, that if goods entering Manchuria from the south through Japan's leased territory were to be liable to customs dues, the same course must be adopted with regard to goods entering northern Manchuria through Russia's leased territory. Strictly reasonable as was this contention, however, Japan did not adhere to it. On the contrary she made every effort to expedite the establishment of a customs station at Tairen. The most suitable site for the station was chosen and leased; every facility was given and whatever delay has taken place must be laid at the door of Chinese inaction. Little more than a month hence, according to the present programme, the customs will be in a position to levy duties at Tairen, but in the meanwhile it is undoubtedly true that Nanking is placed at a disadvantage in this respect. There is, however, no sort of discrimination in favour of Japanese merchandise: all goods without reference to their provenance are admitted duty free at Tairen. Next as to the question that Japanese merchants obtain preferential rates on the South Manchuria Railway, it is denied most emphatically. There is nothing of the kind. With regard to the charge that Manchuria is flooded with goods bearing counterfeit English trademarks, this too is declared absolutely at variance with facts. The only incident of the kind that has hitherto occurred is the case of the "Golden Bird" cigarettes, a quantity of which were imported at one time. But the Japanese Government, so far from winking at this practice, promptly interdicted it. A similarly emphatic denial is given to the statement that British copyrights are violated by Japanese reproductions of English books in China. Nothing of the kind is known to have occurred. The Japanese themselves are the principal sufferers in this matter, for their books are freely reproduced in Shanghai and circulated broadcast.—*Japan Mail*.

FORMOSA LOTTERY.

A gentleman who has just returned from a tour of inspection through Formosa is said to have remarked that the suspension of the Formosa lottery seems to have resulted in a great loss of confidence among the natives, who have hitherto believed that the Governor-General of Formosa was the supreme authority in the island, attribute the suspension of the lottery to an order from the central Government of Japan.

They refuse to accept any explanation that the suspension was initiated by the Formosa authorities themselves. The natives maintain that the Formosa authorities had the intention of continuing the lottery indefinitely pending the fact that they have started the construction of offices at an estimated cost of over 100,000 yen.

In Formosa, continues the gentleman referred to, absolute power for the officials who rule the island is essential. The effect of loss of confidence in the Formosa Government is already telling on the subordinate officials, and the administration of Formosa, it is feared, may be seriously interfered with in consequence.

AFRICAN COTTON MARKET.

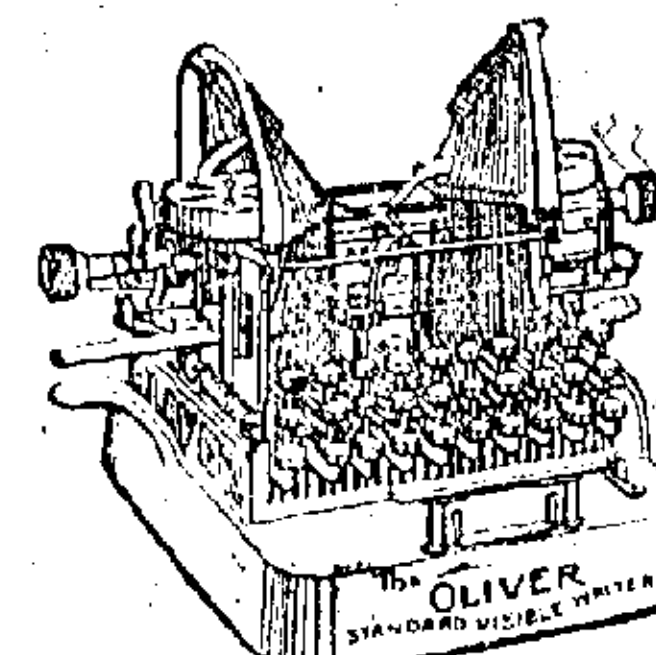
The attention of the Indian millowners is often drawn to the great potentialities East Africa and Abyssinia offer as a market for Bombay cotton goods. There is a great trade in Abyssinia for America long-cloth, the "American" which still passes for currency in North-East Africa and the cheapness and durability of the article has given the United States a practical monopoly of the trade. Three years ago India entered the market, but the cloth was so inferior that it did not make another appearance till 1905. Two hundred bales were imported but the quality being again very inferior, the merchants found great difficulty in disposing of it, and Indian long-cloth has not been heard of again. Now there is no special virtue in the American cloth, except its quality. The Italians have successfully imitated it, and at a lower price. The Manchester houses have begun to gain a foothold. It is said Indian cloth is improving in quality, so that the proximity of the Abyssinian market ought to give its cloth a predominance therein. The Abyssinian market is worth studying, for the consumption of long-cloth alone is estimated at about twelve million yards a year.

AMERICA'S FIRST STEAMSHIP ACROSS THE PACIFIC.

"I saw the first steamship flying the American flag that ever crossed the Pacific Ocean enter the harbour of Hongkong," said a merchant of Hongkong is a representative of the *Washington Post*. That vessel was the *Colorado*, and it landed in Hongkong in 1857. It was the first day of January, and there was a big crowd of people of all nationalities to see her. Being a side-wheeler of the old fashioned type, she was a curiosity. At the request of Isaac J. Allen, the American Consul-General, the ship gave an excursion around the island on which the city is situated. I was among the 1,200 on board. It was a gala day. Whistles blew, people shouted, and numerous small sailing boats and tugs escorted us.

As I remember now, the vessel belonged to the Pacific Mail Line and sailed from San Francisco. She made the trip of 8,000 miles in thirty days, and when she arrived was in perfect trim and good order. Everybody realised that it must be the beginning of the great development of the Pacific.

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charming, Lait Charming and Special Skin Tonic and Poudre Charming will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.



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OLIVER TYPEWRITER CO., LTD.

1 PRINCE'S BUILDING.

Hongkong, 11th June, 1906.

[1065]

By Royal Warrant to His Majesty The King.

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PRICES MODERATE.

A TACK & CO.,

26, DES VOEUX ROAD CENTRAL, Hongkong, 18th January, 1907. [39]

A. LING & CO.,
FURNITURE STORE,
PLATED GLASS AND CROCKERY
WARE, Ac., &c., and FOOHONG
LAQUERED WARE
19, QUEEN'S ROAD CENTRAL,
Hongkong, 21st September, 1903. [778]

DAVID CORSAE & SON'S
MERCHANT NAVY
NAVY BOILED
LONG CLAY
RELIANCE CROWN
TAPPAULING
ARNHOLD, KARBURG & CO.
Sole Agents.

HONGKONG-CANTON LINE OF STEAMERS.

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COMPAGNIE FRANCAISE DES INDÉS ET DE L'EXTREME ORIENT.
S.S. "PAUL BEAU," 1,900 tons, 14 knots.
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THE SPEEDIEST, MOST LUXURIOUSLY APPOINTED AND PUNCTUAL STEAMERS ON THE LINE.
Departure from Hongkong at 9.30 P.M. (Sundays Excepted).
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These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
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For further particulars, please apply to E. PASQUET & CO., Canton Agents, BARRETTO & CO., Agents, Hongkong, 1st April, 1907. [688]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPT PORTS every fortnight. For Freight and further particulars, apply to
DODWELL & CO., LIMITED
General Agents for China and Japan
Hongkong, 4th August, 1898. [8]

SHIPPING.

ARRIVALS.
CEYLON, British str., 2457, G. W. Babot, 11th June—Bombay 25th May, Cotton and General—P. & O. S. N. Co.
CHONGKANG, British str., 11th June—Canton.

FLINTSHIRE, British str., 2475, Candy, 11th June—Shanghai 7th June, General.
HAKATA MARU, Japanese str., 3819, T. Murai, 11th June—London via Singapore 4th May 6th June, General—Nippon Yusen Kaisha.

ISTOK, Austrian str., 1850, M. Tice, 10th June—Hombay 21st May and Singapore 3rd June, Cotton—Sunder, Wieler & Co.
JACOB DIERENTHOUT, German str., 233, A. Vildersehl, 10th June, Hollow 9th June, General—Jensen & Co.

KURUKAWA, British str., 1228, H. A. Wavell, 11th June—Shanghai & Ningpo 7th June, General—Butterfield & Swire.

KIMANO MARU, Japanese str., 3147, Neil Mathieson, 11th June—Nagasaki 7th June, General—Nippon Yusen Kaisha.

LAISANG, British str., 3400, E. J. Tadd, 11th June—Calcutta 26th May and Straits 5th June, General—Jardine, Matheson & Co.
MALAYIA, British str., 4314, C. J. Banton, 10th June—Hankow 4th June, General—P. & O. S. N. Co.

MINUS DE BATAN, American str., 1214, Narciso Garter, 11th June—Hilo 5th June, General—Shewan, Tomes & Co.
PIRANANG, German str., 1921, F. Becking, 10th June—Bangkok & Hobei 1st June, Rice & Wood—Butterfield & Swire.

RUBI, British str., 2240, R. W. Almond, 10th June—Mauritius 8th June, General—Shewan, Tomes & Co.

TATSU MARU, Japanese str., 3148, N. Kanyasu, 11th June—Kobe 3rd June, General & Coal—Order.
TUNGCHIKU MARU, Japanese str., 3128, J. Saito, 11th June—Mojil 5th June, Coal—Osaka Shosen Kaisha.

YURISANG, British str., 1850, Meyrick, 11th June—Mauritius & Amoy 10th June, General—Jardine, Matheson & Co.

CLEARANCES.

At the Harbour Master's Office.
11th June.
C. Michelsen, Norwegian str., for Shanghai.
Dagmy, Norwegian str., for Hongkong.

Kamohu Maru, Japanese str., for Singapore.
Kinkang, British str., for Canton.
Kinkang Maru, Japanese str., for Saigon.
Pines, British str., for Hongkong.

Singap, British str., for Hongkong.
Yuan Maru, Japanese str., for Katschinow.

DEPARTURES.

11th June.
AMERICA MARU, Japanese str., for San Francisco.
BENARIT, British str., for Nagasaki.

POCHONG, British str., for Shanghai.
FUKUSHU MARU, Japanese str., for Swatow.
HAIKUN, British str., for Canton Ports.
HANGSANG, British str., for Swatow.

HANOI, French str., for Hobei.
HILAKY, German str., for Batavia.
HINSANG, British str., for Hongkong.
HUK, French str., for Hongkong.

KENKON MARU, Japanese str., for Saigon.
KIANG PING, Chinese str., for Canton.
KWANTAI, Chinese str., for Shanghai.
MAJCHAW, German str., for Bangkok.

MALACCA, British str., for London.
OCEANUS, French str., for Saigon.
SENKA, German str., for Saigon.
TANGU MARU, Japanese str., for Keelung.

TEAN, British str., for Manila.
YINCHOW, British str., for Swatow.

SHIPPING REPORTS.

The British str. *Lisensy* reports: Light variable winds and fine.
The British str. *Ceylon* reports: Light variable wind and fine weather.

The German str. *Pharyng* reports: Fine weather, light sea and light S. W. and N. W. winds.
The British str. *Kinkang* reports: 9th June 11.30 a.m. off White Dogs. Passed 3 Japanese men-of-war, 1 in tow bound North.

VESSELS IN DOCK.

June 11th.
ABREDECK DOCKS.—
KOWLOON DOCKS.—*Tyfatip*, *Arram*, *Apar*, *Pookang*, *Ituph*, *Wangang*, *Lekin*, *Cadmus* (H.M.S.).
COSMOPOLITAN DOCKS.—*Kippen*.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"LIGHTNING,"
Captain E. Fy, will be despatched for the above Ports TO-DAY, the 12th inst., at 3 p.m. instead of as previously advertised.
For Freight or Passage, apply to
DAVID SASSOON & CO., LTD.,
Agents.
Hongkong, 10th June, 1907. 1057

"SHIRE" LINE OF STEAMERS LIMITED.
FOR LONDON AND ANTWERP.
THE Steamship
"FLINTSHIRE,"
Will be despatched for the above Ports TO-DAY the 12th inst.
For Freight and Further Particulars, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 10th June, 1907. 905

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"AIRATPOON APCAR,"
Captain A. Stewart, will be despatched for the above Ports on FRIDAY, the 14th June, at 3 p.m. instead of as previously advertised.
For Freight or Passage, apply to
DAVID SASSOON & CO., LTD.,
Agents.
Hongkong, 10th June, 1907. 833

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"HAICHING,"
Captain J. E. Hodgins, will be despatched for the above Ports on FRIDAY, the 14th inst., at 3 p.m.
For Freight or Passage, apply to
DOUGLAS, LAPRAIK & CO.,
General Managers.
Hongkong, 11th June, 1907. 1063

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	NUBIA	Brit. str.	—	P. J. Fox	P. & O. S. N. Co.	About 20th inst.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	SHEWAN, TOMES & CO.	To-day, at Noon.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	P. & O. S. N. Co.	On 15th inst., at Noon.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	MESSAGERIES MARITIMES	On 25th inst.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	MELCHERS & CO.	About 24th inst.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	MELCHERS & CO.	About 6th July.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	On 23rd July.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	On 26th August.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	On 17th inst.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	On 12th July.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	On 7th August.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	On 19th inst., at Noon.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	On 4th Sept.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	About 3rd inst.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	On 28th inst.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	About 12th inst.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	On 29th July.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	On 19th inst., at Noon.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	On 4th July, at 4 p.m.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	On 7th Aug.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	On 27th inst., at 4 p.m.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	On 20th inst., at Noon.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	On 29th inst., at Noon.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	On 15th inst.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	On 17th inst., at 4 p.m.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	Quick despatch.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	To-day, at 4 p.m.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	To-morrow.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	To-day, at 4 p.m.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	About 13th inst.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	On 16th inst.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	About 23rd inst.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	About 20th inst.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	On 29th inst.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	About 19th inst., at Noon.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	On 14th inst., at 4 p.m.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	On 21st inst., at 4 p.m.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	On 10th inst., at 10 a.m.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	On 14th inst., at 3 p.m.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	To-day, at 10 a.m.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	On 14th inst., at 4 p.m.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	On 10th July, at 4 p.m.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	On 21st inst., at 4 p.m.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	About 8th July, at 9 a.m.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	To-day, at Noon.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	To-day, at 3 p.m.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	On 15th inst., at 3 p.m.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	On 21st inst., at 3 p.m.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	P. J. Fox	HAMBURG-AMERIKA LINIE	On 17th inst.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LTD.,
ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, CHINGWANGTAO, YOKOHAMA and KOBE	"CATHAY"	About 23rd June
MARSEILLES, HAVRE, COPENHAGEN and BALTI PORTS	"ST. DOMINGO"	About 24th June
MARSEILLES, HAVRE, COPENHAGEN and BALTI PORTS	"PETRONIA"	About 6th July
MARSEILLES, HAVRE, COPENHAGEN and BALTI PORTS	"CATHAY"	Begin. of Aug.

For Further Particulars, apply to
HONGKONG, 11th June, 1907.
MELCHERS & CO.,
AGENTS.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
FOR
* TIENTSIN VIA SWATOW & CHEFOO "CHONGSHING" Wed. day, 12th June, 4 p.m.
* SHANGHAI "CHUNSEANG" Wed. day, 12th June, 4 p.m.
* MANILA "YUENSANG" Friday 14th June, 4 p.m.
* SINGAPORE, PENANG & CALCUTTA "POOKSANG" Saturday, 15th June, 3 p.m.
* SINGAPORE, PENANG & CALCUTTA "LAISANG" Friday, 21st June, 3 p.m.
REDUCED FARES TO STRAITS AND CALCUTTA.
Hongkong to Singapore 1st Class, Single \$ 65. Return \$100.
"Penang" 85. "Calcutta" 165.
* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,
General Managers.
Hongkong, 11th June, 1907.

HONGKONG-MANILA.
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon smidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 4th May, 1907.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 15th June, Noon.
ZAFIRO	2540	A. Fraser	Manila	

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGER.
Hongkong, 4th May, 1907.

HONGKONG-NEW YORK.
AMERICAN ASIATIC STEAMSHIP COMPANY.
FOR NEW YORK VIA PORTS AND SUEZ CANAL.
(WITH LIBERTY TO CALL AT THE MALABAR COAST).
For freight and further information apply to
SHEWAN TOMES & CO.,
GENERAL AGENTS.
Hongkong, 4th March, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA

VIA
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	About 7th Aug.
TREMONT	9,606	T. W. Garlick	8th Sept.

1 Cargo only.
CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures cleanliness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
For further information apply to
DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
HONGKONG, 4th March, 1907.

HAMBURG-AMERIKA LINIE
PASSENGER SERVICE.

BY the new steamers, "RHEINLAND," "HABSBURG" and "HOHENSTAUFEN" These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply fitted and fitted with hot and cold water. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.
In addition to these boats, the steamers "SCANDIA" and "SILEZIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

STEAMERS	FOR	DATE
SCANDIA	FOR SHANGHAI, KOBE, YOKOHAMA.	2nd July
HABSBURG	FOR SHANGHAI, KOBE, YOKOHAMA.	1st August
RHEINLAND	FOR SHANGHAI, KOBE, YOKOHAMA.	1st September
HOHENSTAUFEN	FOR SHANGHAI, KOBE, YOKOHAMA.	1st October

FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG.
SILEZIA ... 12th July
SCANDIA ... 7th August
HABSBURG ... 4th September.

FREIGHT SERVICE.
NEXT SAILINGS OUTWARD:
FOR SHANGHAI, KOBE & YOKOHAMA ... 16th June
FOR SHANGHAI, KOBE & YOKOHAMA ... 29th June
FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd July
FOR SHANGHAI, KOBE & YOKOHAMA ... 16th July
NEXT SAILINGS HOMEWARD:
VIA STRAITS, COLOMBO AND ADEN.
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, PORT SAID, GENEVA, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTI PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

STEAMERS	FOR	DATE
SEGROVIA	HAVRE & HAMBURG	17th June
SILEZIA	NAPLES, HAVRE & HAMBURG	12th July
SPEZIA	HAVRE & HAMBURG	23rd July
SCANDIA	NAPLES, HAVRE & HAMBURG	7th Aug.
SAXONIA	HAVRE & HAMBURG	20th Aug.
HABSBURG	NAPLES, PLYMOUTH, HAVRE & HAMBURG	4th Sept.
VANDALIA	NEW YORK	20th July

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamers. Saloon and cabins amply lighted throughout by electricity. Daily qualified doctor and stewardesses carried. Laundry on board.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE
ITALIANA.
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO. (Taking Cargo at through rates to PERSIAN GULF and BAHAGAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"CAPRI,"
Captain Balsato, will be despatched as above TO-DAY, the 12th inst., at Noon.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 1st June, 1907.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO
SHANGHAI, YOKOHAMA AND KOBE.
THE Company's Steamship
"NIPPON,"
Capt. Tarabochia, will leave for the above places TO-MORROW, the 13th inst.
For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents.
Princes Building.
Hongkong, 4th June, 1907.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"MALTA,"
Captain R. A. Peters, carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 15th June, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "BRITANNIA," 7,000 tons, from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. LEWETT,
Superintendent.
Hongkong, 3rd June, 1907.

COMPAGNIE DES MESSAGERIES MARITIMES.
FRENCH MAIL STEAMERS.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship
"AUSTRALIEN,"
Captain Veron, will be despatched for MARSEILLES, on TUESDAY, the 25th June, at 1 p.m.
This Steamer connects at Colombo with the Australian line s.s. "Nera" bound for Marseilles via BOMBAY and Aden.
Passage tickets and through Bills of Lading issued for above ports.
Cargo also booked for principal places in Europe.
Next sailings will be as follows:
S.S. "SYDNEY" ... 9th July.
S.S. "BERNARD SIMONS" ... 23rd July.
S.S. "TONKIN" ... 6th Aug.
S.S. "SALAZIE" ... 20th Aug.
S.S. "POLYNESIE" ... 3rd Sept.
S.S. "TOURANE" ... 17th Sept.
G. DE CHAMPEAUX,
Agent.
Hongkong, 12th June, 1907.

CHINA COMMERCIAL S.S. CO., LTD.
NOTICE.
THE Steamship
"MARIE,"
Capt. G. C. Christiansen, will be despatched for SALINA CRUZ, MEXICO, VIA MOJI, JAPAN, on THURSDAY, the 27th June, at 4 p.m.
For Freight or Passage, apply to
CHINA COMMERCIAL S.S. CO., LTD.,
Hotel Mansion.
Hongkong, 29th May, 1907.

TOYO KISEN KAISHA.
SOUTH AMERICAN LINE.
Regular Steamship Service between Hongkong, CALAO and IQUIQUE, VIA JAPAN PORTS.
With option to Call at Mexican and other Coast Ports.
Steamers Tons About
"KATHERINE PARK" 4,900 End of July.
"KAFATO MARU" 6,100 End of Sept.
Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.
K. MATSUDA, Manager,
York Building.
Hongkong, 11th April, 1907.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
MOJI & KOBE	CEYLON	About 11th June	Freight and Passage.
SHANGHAI	DELTA	About 13th June	Freight and Passage.
LONDON, &c., via usual ports	MAJATA	Noon, 15th June	See Special Advertisement.
LONDON and ANTWERP	NUBIA	About 20th June	Freight and Passage.
SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKO	NYANZA	About 20th June	Freight and Passage.
HAMA			

Hongkong, 11th June, 1907.

R. A. HEWETT,
Superintendent.CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
HONGKONG, PAKHOI and HAIPHONG	"SINGAN"	On 12th June, 10 A.M.
SWATOW and SHANGHAI	"KIUKANG"	On 14th June, 4 P.M.
YOKOHAMA and KOBE	"CHANGSHA"	On 17th June, 4 P.M.
SWATOW and SHANGHAI	"SHAOHSING"	On 21st June, 4 P.M.
CEBU and ILOILO	"KALPONG"	On 21st June, 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN &c.	"CHANGSHA"	On 10th July, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled Table, A duty qualified crew is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates on all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTSCANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC IS THE "EMPRESS LINE." Saving 5 to 10 days' Ocean Travel, 11 DAYS YOKOHAMA TO VANCOUVER, 18 DAYS HONGKONG TO VANCOUVER.

R.M.S.	PROPOSED SAILINGS	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR"	4,425	WEDNESDAY, 19th June	13th July
"EMPRESS OF CHINA"	6,000	THURSDAY, 4th July	22nd July
"ATHENIAN"	8,882	WEDNESDAY, 17th July	10th August
"EMPRESS OF INDIA"	6,000	THURSDAY, 1st Aug.	19th August
"MONTEAGLE"	6,183	WEDNESDAY, 14th Aug.	7th Sept.
"EMPRESS OF JAPAN"	6,000	THURSDAY, 29th Aug.	16th Sept.

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon. CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, YOKOHAMA, and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York 262. Intermediate on Steamers, 240; at 10 A.M. 242.

R.M.S. "MONTEAGLE," "TARTAR," and "ATHENIAN" carry Intermediate passengers only, at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Service, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya's opposite Blake Pier.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSAI VIA SWATOW AND AMOY	"JOSHIN MARU"	SUNDAY, 16th June, at 10 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 11th June, 1907.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, BREMEN and HAMBURG	"SCHARNHORST"	Wednesday, 19th June, at Noon
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PREUSSEN"	About Wednesday, 19th June, at Noon
MANILA, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND"	Thursday, 20th June, at Noon
KUDAT and SANDAKAN	"BORNEO"	About Saturday, 22nd June, at 9 A.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELOHRS & CO., GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 7th June, 1907.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
THIKINI	JAVA	First half of June	JAPAN	First half of June
THILIWONG	JAPAN	Second half of June	JAVA PORTS	Second half of June
THILATJAP	IN PORT		JAVA PORTS	Second half of June
TJIBODAS	JAVA	First half of July	JAPAN	First half of July
TJIMAH	JAVA	First half of July	JAPAN	First half of July
TJIPANAS	JAPAN	First half of Sept.	JAVA PORTS	First half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN, Telephone No. 375.

York Buildings, 1st Floor, Hongkong, 27th May, 1907.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK (With Liberty to Call at the Malabar Coast.)

THE Steamship

"NORMAN PRINCE"

Captain Barrett, will be despatched for the above Ports on or about WEDNESDAY, the 12th June.

For Freight or Passage, apply to ARNOLD KARBURG & Co., Agents.

Hongkong, 29th April, 1907.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE & BOMBAY, (Direct)

THE Company's Chartered Steamship

"ISTOK"

Capt. M. Ticao, will be despatched as above on MONDAY, the 17th inst.

For Freight please apply to SANDER, WIELER & Co., Agents.

Hongkong, 5th June, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELPHI, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"ALDENHAM"

Captain Stood, will be despatched as above on SATURDAY, the 29th June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 5th June, 1907.

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG, FOR NEW YORK.

1907

S.S. "BRAEMAR" ... 28th June.

S.S. "SAINT PATRICK" ... 6th July.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 6th May, 1907.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FRIEDLAND (DIRECT), PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to PERMANENT GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"E. F. FERDINAND"

Captain Matevich, will be despatched as above on or about the 30th inst.

This Steamer has capital accommodation for passengers, electric light, and carries a doctor.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 14th June, 1907.

FOR EUROPE & AMERICA, INDIA, AUSTRALIA, &c., and for

PRIVATE RESIDENTS at the OUTPOSTS.

A Comprehensive and Complete Record of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY PRESS,

with which is incorporated

THE CHINA OVERLAND TRADE REPORT.

Subscription, paid in advance, \$12 per annum

Postage \$2 to any part of the World

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK."

A.I. A.B.C. and Engine, ing Code Word

NEW DOCK NOW OPEN.

DOCK NO. 3.

Extreme Length... 722 feet

Length on Blocks... 714 "

Width of Entrance on Top... 54 "

Width of Entrance on Bottom... 38 "

Water on Blocks at Spring Tide... 34 "

DOCK NO. 1.

Extreme Length... 523 feet

Length on Blocks... 513 "

Width of Entrance on Top... 54 "

Width of Entrance on Bottom... 38 "

Water on Blocks at Spring Tide... 34 "

DOCK NO. 2.

Extreme Length... 371 feet

Length on Blocks... 351 "

Width of Entrance on Top... 68 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000

TONS. The works are well equipped with

LATEST PLANTS and APPLIANCES to undertake BUILDING or

REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL

WORK.

A LARGE STOCK OF MATERIAL is

always kept on hand.

THE COMPANY has the powerful steamer

"OURA-MARU" (712 tons, 200 H.P.)

equipped with SALVAGE PURPOSES

and is always ready to take up any

Short Notice.

Gutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SHIPPERS

Gutler, Palmer & Co., London.

AGENTS

SIEMSEN & CO., HONGKONG.

ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

日曆英中十年十五

FROM 1ST JANUARY, 1891 TO 31ST DECEMBER

1913, BEING FROM THE 1ST YEAR OF THE

76TH CYCLE TO THE 50TH YEAR OF THE

76TH CYCLE, THAT IS THE 3RD YEAR OF

TONG CHI TO THE 39TH YEAR OF

KWONG SUI.

PRICE \$2 CASH.

On Sale at the HONGKONG "DAILY PRESS"

Office, or Agents in all the Ports of the

Far East.

The Book will be sent by Registered Post

(free) to any part of the World unrepresented

by Agents on receipt of Money Order.

Hongkong, 3rd October, 1906.

1841

報新外中港香

CHUNG NGOI SAN PO

(Chinese Daily Press).

PUBLISHED DAILY.

Is the oldest and still immeasurably the best

medium for Advertising among the

Native Community.

Established for nearly FIFTY YEARS

Circulates largely throughout Southern China

Indo-China, etc.

Terms for Advertising (Translation free) can

be obtained at the Office, 104, Des Voeux Road

Central, Hongkong; 121, Fleet Street, London; or

from the different Agents.

Documents translated from or into Classical

or Colloquial Chinese.

NOTICES TO CONSIGNEES

DAMPSSCHIFFS-REHDEREI "UNION"

ACTIEN-GESELLSCHAFT.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"VERONA."

Having arrived from the above Port, Consignees of Cargo by her are hereby informed that their

Goods are being landed at their risk, into the

hazardous and/or extra hazardous Godowns of

the Hongkong and Kowloon Wharf and Godown

Company, Ltd., whence delivery may be taken

immediately. Perishable Goods to be taken

delivery of immediately.

All Claims must be presented within ten days

of the steamer's arrival here, after which date

they cannot be recognised.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 11th inst. at 9.30 A.M.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 12th inst. will be subject

to rent.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

CARLOWITZ & Co., Agents.

Hongkong, 6th June, 1907.

NOTICE TO CONSIGNEES.

FROM HAMBURG.

THE H. A. L. Steamship

"SILESIA."

Captain Balle, having arrived from the above

Port, Consignees of Cargo are hereby requested

to send in their Bills of Lading for counter-

signature by the Undersigned and to take

immediate delivery of their Goods from

alongside.

Optional Cargo will be forwarded unless

noted to the contrary by 10 A.M. To-day.

Any Cargo impeding her discharge will be

landed into the hazardous and/or extra hazard-

ous Godowns of the Hongkong and Kowloon

Wharf

POST OFFICE NOTICES.

The *Della*, with the English mail of the 17th May, left Singapore on Saturday, the 11th instant, at 8 a.m., and may be expected here to-day, at 4 p.m. This packet brings replies to letters despatched from Hongkong on the 10th April and the parcel mails closed in London for despatch by the all sea route on the night of the 8th of May, and for despatch overland on the early morning of the 15th May.

The *China*, with the American mail, left Shanghai, and may be expected here to-morrow, at 6 a.m.

FOR	PER	DATE
Hoihow, Padoi and Haiphong.	Singap.	Wednesday, 12th, 9.00 A.M.
Laluan	Alidshol	Wednesday, 12th, 9.00 A.M.
Saigon	Deraol	Wednesday, 12th, 9.00 A.M.
Saigon	Clara Jeben	Wednesday, 12th, 11.00 A.M.
Shanghai	Pelena	Wednesday, 12th, 11.00 A.M.
Bangkok	Yusuf	Wednesday, 12th, 11.00 A.M.
Nagasaki, Kobe and Yokohama	Yusuf	Wednesday, 12th, 11.00 A.M.
Chafon and Newchwang	Yusuf	Wednesday, 12th, 11.00 A.M.
Singapore, Penang and Bonyay	Yusuf	Wednesday, 12th, 11.00 A.M.
Singapore, Penang and Calcutta	Yusuf	Wednesday, 12th, 11.00 A.M.
Swatow, Hefoo and Tientsin	Yusuf	Wednesday, 12th, 11.00 A.M.
Shanghai	Yusuf	Wednesday, 12th, 11.00 A.M.
Keelung, Kobe, Yokohama and Portland	Yusuf	Wednesday, 12th, 11.00 A.M.
Shanghai, Moji, Kobe and Yokohama	Yusuf	Wednesday, 12th, 11.00 A.M.
Singapore, Penang and Calcutta	Yusuf	Wednesday, 12th, 11.00 A.M.
Singapore	Yusuf	Wednesday, 12th, 11.00 A.M.
Macao	Yusuf	Wednesday, 12th, 11.00 A.M.
Shanghai, Yokohama, and Kobe	Yusuf	Wednesday, 12th, 11.00 A.M.
Macao	Yusuf	Wednesday, 12th, 11.00 A.M.
Swatow, Amoy and Foochow	Yusuf	Wednesday, 12th, 11.00 A.M.
Singapore, Penang and Calcutta	Yusuf	Wednesday, 12th, 11.00 A.M.
Manila	Yusuf	Wednesday, 12th, 11.00 A.M.
Swatow and Shanghai	Yusuf	Wednesday, 12th, 11.00 A.M.
Shanghai, Moji, Kobe and Yokohama	Yusuf	Wednesday, 12th, 11.00 A.M.
London, Eo, India via, Calcutta	Yusuf	Wednesday, 12th, 11.00 A.M.
Late Letters 11.00 to 11.30 A.M. Extra	Yusuf	Wednesday, 12th, 11.00 A.M.
Postage 10 cents	Yusuf	Wednesday, 12th, 11.00 A.M.
(Supplementary mail on board up to the	Yusuf	Wednesday, 12th, 11.00 A.M.
time fixed for departure of the mail.	Yusuf	Wednesday, 12th, 11.00 A.M.
Extra Postage 10 cents	Yusuf	Wednesday, 12th, 11.00 A.M.
(Letters posted in all the Pillar Boxes	Yusuf	Wednesday, 12th, 11.00 A.M.
in time for the first clearance will be	Yusuf	Wednesday, 12th, 11.00 A.M.
included in this mail.)	Yusuf	Wednesday, 12th, 11.00 A.M.
The Parcel mail will be closed at 5 p.m.	Yusuf	Wednesday, 12th, 11.00 A.M.
on Friday, the 14th June	Yusuf	Wednesday, 12th, 11.00 A.M.
Macao	Yusuf	Wednesday, 12th, 11.00 A.M.
Singapore, Penang and Calcutta	Yusuf	Wednesday, 12th, 11.00 A.M.
Yokohama and Kobe	Yusuf	Wednesday, 12th, 11.00 A.M.

GILBERT'S ROYAL LIQUEUR
FIRST QUARTERLY REPORT.

JOHN CLARK, PH. D.F.C.S., F.I.C.,

Public Analyst for the City of Glasgow and the Counties of Lanark and Renfrew, &c.

"I have made a minute and careful chemical analysis of a fair sample of several hundred cases of Gilbert's Diamond Brand Royal Liqueur Blend of Scotch Whisky, taken by myself from the bonded stores in which the cases are lying, and the results of my analysis indicate that it is pure whisky, which has been matured for a considerable period in Sterry Casks, and from its mild and agreeable flavour, I am of opinion that it is a very fine blend of Scotch Whisky."

SAMPLES ON APPLICATION.

PER CASE \$10.00

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

Hongkong, 17th May, 1907.

40

TO-MORROW.

Sale, Household Furniture, No. 33, Seymour Road, Messrs. Hughes & Hough, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.	June 11th.
Telegraphic Transfer	224
Bank Bills, on demand	224
Bank Bills, at 30 days sight	224
Bank Bills, at 4 months sight	224
Bank Bills, at 6 months sight	224
Documentary Bills 4 months sight	224
ON PARIS.	
Bank Bills, on demand	224
Credit, at 4 months sight	224
ON GERMANY.	
on demand	224
ON NEW YORK.	
Bank Bills, on demand	224
Credit, at 60 days sight	224
ON BOMBAY.	
Telegraphic Transfer	624
Bank, on demand	1634
ON CALCUTTA.	
Telegraphic Transfer	1624
Bank, on demand	1634
ON SHANGHAI.	
Bank, at sight	734
Private, at 30 days sight	744
ON YOKOHAMA.	
On demand	107
ON MANILA.	
On demand	107
ON SINGAPORE.	
On demand	1314
ON BATAVIA.	
On demand	1314
ON HONGKONG.	
On demand	1314
ON SAIGON.	
On demand	1314
ON BANGKOK.	
On demand	1314
SOVEREIGNS, Bank's Buying Rate	\$9.10
GOLD LEAF, 100 fine, per tael	248.00
BAR SILVER, per oz.	30.11

OPIUM.

Quotations are—	June 11th.
Malwa New	8820 per picul.
Malwa Old	8850
Malwa Older	8880
Malwa V. Old	8920
Persian fine quality	8900
Persian extra fine	8950
Patna New	8910 per chest.
Patna Old	8900
Benares New	8900
Benares Old	8900

PASSENGERS.

Per *Laisang*, from Calcutta, &c., Dr. Falka Messrs. Hughes and Holmes.

Per *Kuching*, from Shanghai, Mr. and Mrs. Morphy and 4 children, Mr. Phillips.

Per *East*, from Manila, Mr. and Mrs. Rivers, Mrs. C. W. Hassler, Miss I. Villanova, Miss Katharine Smith, Capt. A. H. Thomas, Rev. A. Rodriguez, Messrs. M. Villanova, J. Salcedo, P. W. Nuyath, E. Hei, J. Trangout, J. Miller, B. Pindigolles, Cheok Sin, G. Harling and F. A. Chopard.

Per *Hakata*, from London and Singapore, for Hongkong, Mr. J. Shaw, Miss B. Gonschall, Messrs. K. B. Chy, K. L. Thiam, P. Hollee, Y. F. Hu, B. B. L. Chaw Pin, T. Burnett, Y. Yung, W. Leang and F. Yen; for Kobe, Mrs. P. G. Wolley, Messrs. T. Nohara and K. Hama; for Yokohama, Capt. and Mrs. E. B. North, Miss M. Horeley, Lt.-Col. G. Wright, Messrs. H. R. Hunt and H. Bridges.

Per *Kumano Maru*, from Nagasaki, for Hongkong, Mr. and Mrs. D. T. D. Mr. and Mrs. H. Yamamura, Messrs. John Arnold and Charles Nugent; for Manila, Mr. and Mrs. E. C. Wick, Mr. and Mrs. C. E. Williams, Mr. and Mrs. C. W. Button, Capt. and Mrs. S. D. Butler and infant, Miss C. K. Bowie, Miss E. M. Peters, Capt. W. D. Chilly, Lieut. Comdr. J. H. Raven, Messrs. G. Kogirima, S. Miyamoto, A. K. Livick and S. Misaka; for Townsville, Mr. Walter Camelson; for Brisbane, Mr. and Mrs. I. H. Bingham; for Sydney, Mr. and Mrs. E. Bata, Mr. and Mrs. W. C. Hume, Mr. and Mrs. Milton King, Mr. and Mrs. G. G. King and infant, Mrs. Baker, Mrs. Fagan, Mrs. F. R. C. Hopkins, Miss King, Miss V. King, Miss Kiss, Miss Nancy Kiss, Miss M. Thurn, Miss Myra Wood, Messrs. R. Egan and R. C. Hopkins; for Melbourne, Miss C. J. Mc Colman, Messrs. John Cook & D. C. Mc Colman.

DEPARTED.

Per *Tango Maru*, from Hongkong, for Shanghai, &c., Mr. and Mrs. P. F. Foss, Mr. and Mrs. Carrigan, Mr. and Mrs. Bonas and child, Mr. and Mrs. Meyer, Mr. and Mrs. O. Vera, Mr. and Mrs. Heaton-Ellis, Mr. and Mrs. Preston, Rev. and Mrs. Anderson and child, Rev. and Mrs. Tadd, Mrs. Laura Van Praag, Mrs. Wooley, Mrs. H. Pangborn, Mrs. C. E. Wilson, Mrs. Phiney, Mrs. Kiene, Miss Calama, Miss Geary, Dr. W. M. Strong, Dr. Hartley, Capt. Thomas, Messrs. Sallens, Spencer, Willis Gaddie, J. P. McGrew, Rosenblatt, E. L. Hall, R. W. Turner, A. Lavie, W. C. Webb, Chas. B. Imman and J. Peddie.

Per *America Maru*, from Hongkong, for Sao Francisco, Mr. and Mrs. Wm. M. Milne, Mr. and Mrs. A. P. Hoffman, Mr. and Mrs. Miss Kirkpatrick, Mr. and Mrs. R. Zenger, Mr. and Mrs. C. B. Myers, Capt. and Mrs. E. W. Guiney, Mrs. S. M. Fox, Mrs. L. B. Miller, Mrs. L. J. Myers, Mrs. S. J. Leishbrooke, Mrs. G. K. Wilcox, Mrs. E. A. Benson, Mrs. E. A. Holmes, Mrs. C. W. Hassler, Miss Ida J. Dugan, Miss E. L. Barnes, Miss Etta B. Gregory, Miss Haber, Miss J. Fearon, Miss D. Fox, Miss L. R. Rogers, Miss E. Bass, Miss Mable A. Garvie, Miss E. B. Schaff, Rev. L. L. Henson, Dr. Wurker, Dr. A. B. Doe, Commander W. H. Thompson, Messrs. P. A. Garvie, B. Schnap, P. G. Mygatt, J. L. Whelan, J. F. Ben, Ira O. Gardner, T. G. Robbins, J. B. Floyd, M. J. Moses, L. F. Haber, F. Lawrence and A. H. Hassel.

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Hongkong, June 11th.

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Banks—

Hongkong & Shanghai \$125 \$125.

National B. of China 28 \$51.

Ball's Asbestos E. A. 12a. 6d. \$7, sellers.

China-Borneo Co. \$12 \$14, sellers.

China Light & P. Co. \$10 \$11, sellers.

China Provident \$10 \$8.90, sellers.

Cotton Mills—

Ewo. \$1a. 6d. \$1a. 6d.

Hongkong \$10 \$11, sellers.

International \$1a. 7d. \$1a. 7d.

Lao Kung Mow \$1a. 10d. \$1a. 10d.

Soyaboe \$1a. 10d. \$1a. 10d.

Dairy Farm \$8 \$15.

Docks and Wharves—

H. & K. Wharf & G. \$50 \$50, sellers.

H. & W. Dock \$50 \$102, sales.

New Amoy Dock \$63 \$63, buyers.

Shanghai Dock \$1a. 10d. \$1a. 10d.

S'hai & H. Wharf \$1a. 10d. \$1a. 10d.

Penwick & Co., Geo. \$23 \$174, sellers.

Green Island Cement \$10 \$15, sales & buy.

Hongkong & C. Gas \$210 \$175, buyers.

Hongkong Electric \$10 \$10, sellers.

Hongkong Ice Co. \$50 \$418, sellers.

Hongkong Ice Co. \$25 \$25.

Hongkong Rope Co. \$10 \$25, buyers.

Insurance—

Canton \$50 \$250, sellers.

China Fire \$125 \$125, sales.

China Traders \$25 \$25, sellers.

Hongkong Fire \$50 \$25, sellers.

North China \$25 \$1a. 7d.

Union \$100 \$750, buyers.

Yangtze \$50 \$170, buyers.

Land and Building—

Hongkong Land \$109 \$107, sellers.

Humphreys & Estate \$10 \$102, sellers.

Kowloon Land & B. \$80 \$80.

Shanghai Land \$1a. 10d. \$1a. 10d.

West Point Building \$50 \$48.

Mining—

Charbonnages \$250 \$475, buyers.

Rams \$1910 \$45, buyers.

Peak Tramways \$10 \$11.

Philippine Co. \$10 \$5.

Refineries—

China Sugar \$100 \$111, sellers.

Luzon Sugar \$100 \$102, sellers.

Steamship Companies—

China and Manila \$225 \$151, sellers.

Douglas Steamship \$50 \$50.

H. Canton & M. \$15 \$102, buyers.

Indo-China S.N. Co. \$210 \$71, sellers.

Shell Transport Co. \$21 \$5, sellers.

Star Ferry \$5 \$163, sellers.

Do, New \$5 \$163, sellers.

South China M. Post. \$225 \$22, sellers.

Steam Laundry Co. \$5 \$7.

Stores and Dispensaries—

Campbell, M. & Co. \$10 \$20, sellers.

Powell & Co., Wm. \$10 \$18, sellers.

Watkins \$10 \$14, sellers.

Watson & Co., A. S. \$10 \$11, sellers.

United Asbestos \$5 \$104, buyers.

Do, Founders \$10 \$16.

Union Waterboat Co. \$10 \$12.

VERNON & SMYTH.

HONGKONG TIDE TABLE.

From June 12th to 18th, 1907.

To correct Zone Time add 23 min. and 18 sec.

HIGH WATER.

Low WATER.

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